SHEET	1	4-086483-20
TOTAL	24	

CODE	1500-9-1
ISSUE DATE	1/30/03

REVISION					
NO.	PAGE	DATE	NO.	PAGE	DATE

ENGINEERING REPORT

FAA CONTRACT NO. DTFA03-02-C-00044
PHASE 1, CLIN 0001b (TASK 2) - AIRCRAFT INFORMATION REPORT

Distribution
General Manager, Enabling Technologies, Dept. 572
Liston Broughton, Technical Sales and Marketing - 4 copies
(Contract Deliverables to be forwarded to:
- Phyliss Schlegel
- John Bakuckas
- Robert Eastin
- Brent Bandley)

David Steadman
Principal Engineer
Enabling Technologies

Aubrey Carter
General Manager
Enabling Technologies

TABLE OF CONTENTS

LIST OF TABLES

LIST OF COMMON ACRONYMS

ACTL	AirCraft Time Log
AD	Airworthiness Directive
BL	Butt Line (Aircraft Coordinate System)
CIC	Corrosion Inhibiting Compounds
CPCP	Corrosion Prevention and Control Program
DAL	Delta Air Lines
DVI	Detailed Visual Inspection
EO	Engineering Order - a Delta internal document for modification instructions, based on an SB, AD, STC, or Delta engineering requirement. EO's to one or more 727's are numbered as 4-XXXXX-3.
FS	Fuselage Station (Aircraft Coordinate System)
GVI	General Visual Inspection
ISA	International Standard Atmosphere
KIAS	Knots Indicated Air Speed
JIC	Job Instruction Card (Delta internal document for routine inspection instructions)
MTOW	Maximum Take-Off Weight
SB	Service Bulletin
SDR	Service Discrepancy Report
SI	Special Inspection - a Delta internal document for one-time and repetitive inspections based on an SB, AD, or Delta engineering requirement. SI's to one or more 727's are numbered as 4-XXXXX-12.
SRM	Structural Repair Manual
SSI	Structurally Significant Item
SSID	Supplementary Structural Inspection Document
TOPP	Delta's FAA-approved Technical Operations Policy and Procedures manual
WL	Water Line (Aircraft Coordinate System)
WS	Wing Station (Aircraft Coordinate System)

ABBREVIATED LIST OF ATA CODES

The ATA filing code below is used for all Delta Engineering paperwork. The second field of Boeing Service Bulletin numbers are based on these codes, and the FAA's Service Discrepancy Reports include a field for ATA code.

6 Dimensions & Areas	51 Structures (General)	55 Stabilizers
7 Lifting & Shoring		-00 General
8 Leveling & Weighing	52 Doors	-10 Horizontal Stabilizers
9 Towing & Taxiing	-00 General	-20 Elevator
10 Parking & Mooring	-20 Emergency Exit	-30 Vertical Stabilizer
11 Placards And Markings	-30 Cargo	-40 Rudder
12 Servicing	-40 Service	-50 Attach Fittings
20 Standard Practices/Airframe	-50 Fixed Interior	
21 Air Conditioning	-60 Entrance Stairs	56 Windows
22 Auto Flight	-70 Door Warning	-00 General
23 Communications	-80 Landing Gear	-10 Flight Compartment
24 Electrical Power		-20 Cabin
25 Equipment/Furnishings	53 Fuselage	-30 Door
26 Fire Protection	-00 General	-40 Inspection/
27 Flight Controls	-10 Main Frame	Observation
28 Fuel	-20 Auxiliary Structure	
29 Hydraulic Power	-30 Plates/Skin	57 Wings
30 Ice And Rain Protection	-40 Attach Fittings	-00 General
31 Indicating/Recording System	-50 Fairings	-10 Main Frame
32 Landing Gear		-20 Auxiliary Structure
33 Lights	54 Nacelles/Pylons	-30 Plates/Skin
34 Navigation	-00 General	-40 Attach Fittings
35 Oxygen	-10 Main Frame	-50 Flight Surfaces
36 Pneumatic	-20 Auxiliary Structure	
37 Vacuum	-30 Plates/Skin	
38 Water/Waste	-40 Attach Fittings	
45 Central Maintenance System	-50 Fillets/Fairings	
49 Airborne Auxiliary Power		

EXECUTIVE SUMMARY

The purpose of this report is to document the service history and usage of the 727 aircraft chosen for destructive evaluation. The Subtasks included within Task 2 of the FAA Contract Statement of Work are:

- Choose a FAR Part 25 certified aircraft near its Design Service Goal with at least 75% of the 16 WFD susceptible structure
- A/C must have a well-documented and accessible service history
- Entire usage in terms of flight types, mix and hours must be known
- Document service difficulty reports, Airworthiness Directives, Service Bulletins, etc.

The Aircraft Information Report documents the results of Task 2, and compiles the history of the chosen aircraft. The data collected in this report will be used to generate a representative load spectrum for the analysis and fatigue testing conducted in subsequent tasks within this project.

CONCLUSIONS

- The history of N474DA is accessible and has been compiled in this report.
- Aircraft N474DA is an ideal candidate for the Destructive Examination:
    - It meets all of the requirements for the chosen aircraft listed in the FAA Contract Statement of Work;
    - It is well representative of 727 passenger aircraft in service
    - There are no damages, repairs, or alterations that adversely affect the planned fatigue testing or analysis;
    - NDT inspections and repairs to the lap joints were not accomplished in service.
- N474DA's usage history has two distinct periods:
    - Delta domestic mainline service from 1974 - 1993
    - Delta Shuttle service from 1993 - 1998.
    - Usage (flight mix, length, and payload) is consistent within each period.
- This report satisfies the deliverable requirement for CLIN 0001b.

CHAPTER 1. INTRODUCTION

This report supports Task 2 of FAA Contract DTFA03-02-C-00044, the Selection of Candidate Aircraft. The purpose of this report is to document the service history and usage of the 727 aircraft chosen for destructive evaluation.

Subtasks included within Task 2 of the FAA Contract Statement of Work are:

- Choose a FAR Part 25 certified aircraft near its Design Service Goal with at least 75% of the 16 WFD susceptible structure
- A/C must have a well-documented and accessible service history
- Entire usage in terms of flight types, mix and hours must be known
- Document service difficulty reports, Airworthiness Directives, Service Bulletins, etc.

The Aircraft Information Report documents the results of Task 2, and compiles the history of the chosen aircraft. That history includes aircraft usage, maintenance records, service difficulty reports, FAA Airworthiness Directives (AD), etc. This report satisfies the deliverable requirement for CLIN 0001b.

The data collected in this report will be used in subsequent tasks within this project, including

- to generate a representative load spectrum for the fatigue testing conducted at the FASTER facility in Task 8, as well as the pre-test prediction analysis.
- to generate a representative load spectrum for the crack back-tracking analysis towards an Initial Damage Scenario in Task 10

CHAPTER 2. CANDIDATE AIRCRAFT

Section 2.1 Aircraft Specifics

The candidate aircraft for this work is Boeing 727-232 line number 1000, registration number N474DA. This specific aircraft was chosen because its 59,497 accumulated cycles are very close to the 727 Design Service Goal of 60,000 cycles. In addition, N474DA retired before the lap joint cracking that is the subject of Boeing Service Bulletin 727-53A0222 and AD 99-04-22 was discovered in service. Therefore, although N474DA is well beyond the 35,000 cycle threshold in 727-53A0222 for NDT inspections, no lap joint NDT inspections or repairs were accomplished during service.

Table 1: Candidate Aircraft

Airframe	
Manufacturer	Boeing
Model	727-232
Serial Number	20751
Line Number	1000
Variable Number	Q0425
Basic Number	QA081
Certificate Issue Date	01/21/74
Retirement	
Retirement Date	10/29/1998
Age	24 years
Cycles	59,497
Hours	66,434

Section 2.2 Eligibility

The Statement of Work lists four requirements of the candidate aircraft:

1) *Federal Aviation Regulation (FAR) Part 25 certified aircraft near its DSG.* The 727-232 was certified to CAR 4b, Amendments 4b-1 through 4b-11, as well as FAR Amendment 25-15. TCDS approval was granted dated November 29, 1967 (Ref.[1]). CAR 4b are the Civil Air Regulations for transport category aircraft that were replaced by FAR Part 25 as part of recodification program effective February 1, 1965. The design service goal of the 727 is 60,000 cycles (Ref.[2]).

2) *The aircraft must hold up to 115 passengers*. 727-232's were certified to carry a maximum of 170 passengers (Ref.[1]).

3) *The aircraft must be representative of revenue-service passenger aircraft currently in the domestic fleet of FAR 121 aircraft with at least 700 currently in service.* As of Sept. 2002, there are 1347 active 727's in the worldwide fleet, including 775 727-200's. The 727-200 remains common with FAR 121 carriers; there are 85 with Delta Air Lines, 29 with Northwest Airlines, 51 with United Airlines, 28 with American Airlines , and 16 with American Trans Air (Ref.[3]).

4) *The aircraft must have a well-documented and accessible service history.* A/C N474DA was in Delta service from delivery until retirement, and all service records are available. The service and usage history of this aircraft are documented in the remaining chapters of this report.

Therefore, N474DA meets the requirements listed in SOW Task 4.

CHAPTER 3. SERVICE HISTORY

Section 3.1 Operating Limits

The operating limits in Table 2 were applicable to N474DA during service. The mainline limits were applicable until N474DA was modified for Delta Shuttle service in 1993.

Table 2: 727-232 Operating Limits

Maximum Weights	Mainline	Shuttle
Taxi	185,200 lbs	166,600 lbs
Take-Off	184,200 lbs	165,600 lbs
Landing, 30° flaps	154,500 lbs	154,500 lbs
Landing, 40° flaps	142,500 lbs	Not authorized w/hush kit
Zero Fuel Weight	138,000 lbs	138,000 lbs
Operating Empty Weight	104,000 lbs	104,000 lbs
Fuel	54,200 lbs	54,200 lbs
Cargo	19,000 lbs	19,000 lbs
Passengers	27,600 lbs	29,000 lbs
Fuel, Passengers, and Cargo	81,200 lbs	62,600 lbs
Applicable to N474DA	Jan 1974 - July 1993	Aug 1993 - Oct 1998

Definitions and Discussion

Mainline - Delta’s core operating network of air transportation for passengers and freight. Delta’s Mainline operates as a hub and spoke system, with hubs at Atlanta, Cincinnati, Dallas/Ft. Worth, and Salt Lake City.

Delta Shuttle - a specialized, high-frequency network that focuses on business travel in the busy Northeast corridor between New York's LaGuardia Airport (LGA), Boston's Logan Airport (BOS), and Washington DC's Reagan National airport (DCA). The Shuttle fleet uses dedicated aircraft that are specifically modified for their Shuttle role. All STC’s listed in Table 6 with install dates of 07/05/93 are modifications to N474DA for Shuttle service entry.

Maximum Taxi Weight - the maximum weight authorized for ground maneuvers, taken from Ref.[7].

Maximum Take-Off Weight - the maximum weight authorized for take-off brake release, taken from Ref.[7]. This excludes fuel used during preflight taxi and run-up. The lightweight hush-kitted 727-232's achieve their noise reduction targets during take-off in part through a reduced allowable take-off thrust, which requires a reduced MTOW. See Section 3.4 for a discussion of the lightweight hushkit.

Maximum Landing Weight - the maximum weight authorized for flight or landing at the indicated flap setting, taken from Ref.[7]. The lightweight hush-kitted 727-232's achieve their noise reduction targets during landing by avoiding 40° flap deflections.

Zero Fuel Weight - Maximum airplane weight (typically Maximum Taxi Weight) less usable fuel, engine injection fluid, and any other propulsion agents. Data is taken from Ref.[7].

Operating Empty Weight - Weight of the unloaded, operational aircraft. OEW includes weight of the structure, powerplants, systems, furnishings and unusable fuel. OEW also includes personnel, equipment and supplies for full operation. OEW does not include usable fuel, passengers, cargo, or extra crew members. Data is taken from Ref.[7].

Fuel - The 737-232 carries 8,090 gallons of fuel in three tanks. 1,780 gallons (11,926 lbs) can be carried in each of the two main wing tanks, while the remaining 4,530 gallons (30,351 lbs) is carried in the center wing tank. Data is taken from Ref.[4].

Cargo - The total allowed cargo in bins 1 through 4, taken from the Weight and Balance Section Ref.[4].

Passenger - For winter, domestic passenger loads are calculated at 185 lbs per passenger, including carry-on luggage. (note that summer loads are 180 lbs per passenger, Caribbean loads are 169 lbs per passenger). The current 727-200 domestic mainline interior configuration is 12 First Class, 137 Coach. The 727 shuttle aircraft were configured as 157 Coach by STC ST00062AT. Data is taken from the Weight and Balance Section of Ref.[4].

Fuel, Passengers, and Cargo - the total allowable for payload and fuel, calculated as the Maximum Taxi Weight minus the Operating Empty Weight. Note that this total is significantly lower than the sum of fuel, passengers, and cargo capacities.

Section 3.2 Utilization

Table 3: Typical 727-232 Flight Legs

	Mainline	Shuttle
Average Stage Length	600 nm	200 nm
Average In-Flight Hours	1.4 hrs	0.7 hrs
Typical Cruise Altitude	33,000 ft	24,000 ft
Time to Climb	16 min	12 min
Time to Descend	21 min	18 min
Typical Time in Cruise	47 min	12 min
Typical Cabin Pressure Differential	8.5 psi	8.5 psi
Typical Passenger Load Factor	57%	67%
Typical Cargo Load Factor	6%	6%
Typical Fuel Carried	38,000 lbs	28,000 lbs
Average Cycles/Day	6.0	5.2
Average Hours/Day	8.3	3.7
Applicable to N474DA	Jan 1974 - July 1993	Aug 1993 - Oct 1998

Definitions and Discussion

Stage Length - the distance flown between take-off and landing. This distance can be appreciably longer than the ground distance between departure and arrival airports, since it includes the additional distance flown for airway navigation, ATC vectoring, noise abatement, etc. Data in this column is averaged from Ref.[5]. Average stage length data specific to Delta's 727-200's is only available for 1997 forward. The operational range for a 727-200 is typically limited to 800 nm-1,500 nm (depending on payload), including required reserves (Ref.[6]), and the typical scheduled stage length is between 150 nm and 1,200 nm. So, 600 nm is a valid estimate of average mainline stage length for the entire period 1974 - 1998. The shuttle stage length is simpler, since there are only two Shuttle routes; DCA to LGA is 214 nm, and LGA to BOS is 185 nm.

In-Flight Hours - the flight time between take-off and landing, averaged from data in Ref.[5]. This number does not include taxi time before take-off and after landing.

Cruise Altitude - the altitude flown during the cruise segment, expressed as feet above Mean Sea Level. Cruise altitude is chosen based on data in Cruise Section of Ref.[7]. For long-range cruise,

727-200 optimal performance for gross weights 155,000 lbs - 165,000 lbs occurs for at 33,000 MSL However, the costs incurred in time and fuel to climb to cruise altitude outweigh the benefit of optimal cruise performance for 727-200 flights less than 400 nm. For a 200 nm flight, the ideal cruise altitude for overall time and fuel burn is less than 25,000 MSL (Ref.[7], Diversion Planning Chart).

Time-to-Climb - the time to reach a designated cruise altitude from take-off, taken from the Climb Time, Fuel, and Distance Tables in Ref. [7]. The data in Table 3 assumes Take-Off Gross Weight of 160,000 lbs, on an ISA standard day. Climb data assumes a standard speed schedule of 250 KIAS to 10,000 ft MSL, then 330 KIAS until the cruise Mach number is reached, then continued climb at cruise Mach number until cruise altitude.

Time-to-Descend - the time to reach sea level from cruise altitude, taken from the Descent Planning Tables in Ref.[7]. Decent data is based on a 3:1 decent profile, and assumes a standard speed schedule that slows from cruise Mach to 300 KIAS for the first 4,000 ft of descent, maintains 300 KIAS to 12,000 ft MSL, then maintains 250 KIAS to approach.

Time-in-Cruise - the length of the cruise flight phase, calculated as In-Flight Hours minus Time-to-Climb and Time-to-Descend.

Cabin Pressure Differential - The difference between the external ambient pressure at cruise altitude and internal pressure in the fuselage cabin (i.e., ΔP). The cabin pressure differential is electronically controlled by the pressurization control system. For typical 727 operation, this system is set to the automatic operating mode. In automatic mode, the system accepts manual input of cruise and landing altitude prior to take-off, and the system determines the lowest possible cabin altitude that can be maintained (Ref.[8]). In automatic mode, the system provides a cabin pressure differential of approximately 8.5 psi at cruise altitude. Therefore, flight to any altitude greater than 22,000 ft. (6.2 psi ISA) will result in a cabin pressure differential of 8.5 psi.

Load Factor - the measure of payload in passengers and cargo per flight. Passenger Load Factor is calculated as Revenue Seat Miles divided by Available Seat Miles. Cargo Load Factor is calculated as Revenue Cargo Ton Miles divided by Available Cargo Ton Miles. Because the airline actively adjusts flight capacity to match demand, system load factors are generally representative for any

mainline aircraft type within the system. Historical load factor data are taken from Delta's Annual Reports (Ref.[9]) and plotted in Figure 1. The load factor data in Ref. 9 is for all domestic flights, with Mainline and Shuttle combined. Note that cargo ton load factor is consistently low in part because cargo capacity can be limited by volume, rather than weight.

Typical Fuel - fuel carried at take-off is based on the fuel requirements for IFR flight (14 CFR 91.167), such that there is sufficient fuel on board to 1) fly to and land at the destination, then 2) fly to and land at the most distant planned alternate airport, then, 3) fly for 45 minutes at normal cruise consumption. The values in Table 3 are calculated from the Flight Planning and Diversion sections of Ref.[7], assuming 20,000 lbs remaining upon arrival to the destination.

Average Cycles and Average Hours per Day - the utilization data in Figure 3 was calculated from the raw data points in Figure 2 as Δcycle/Δday and Δhours/Δday, respectively. Hours are Flight Hours, and do not include taxi time before take-off and after landing.

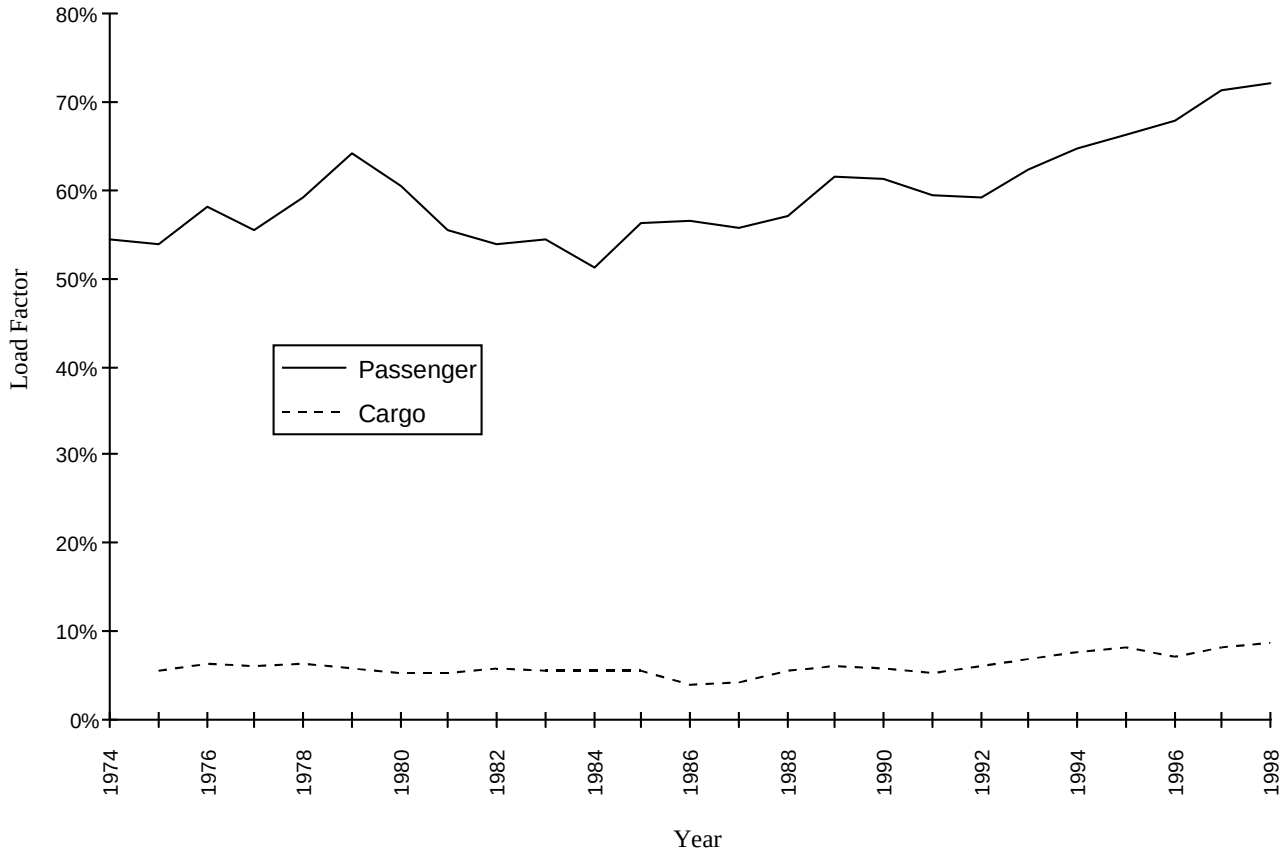


Figure 1: History of Delta Domestic Load Factor

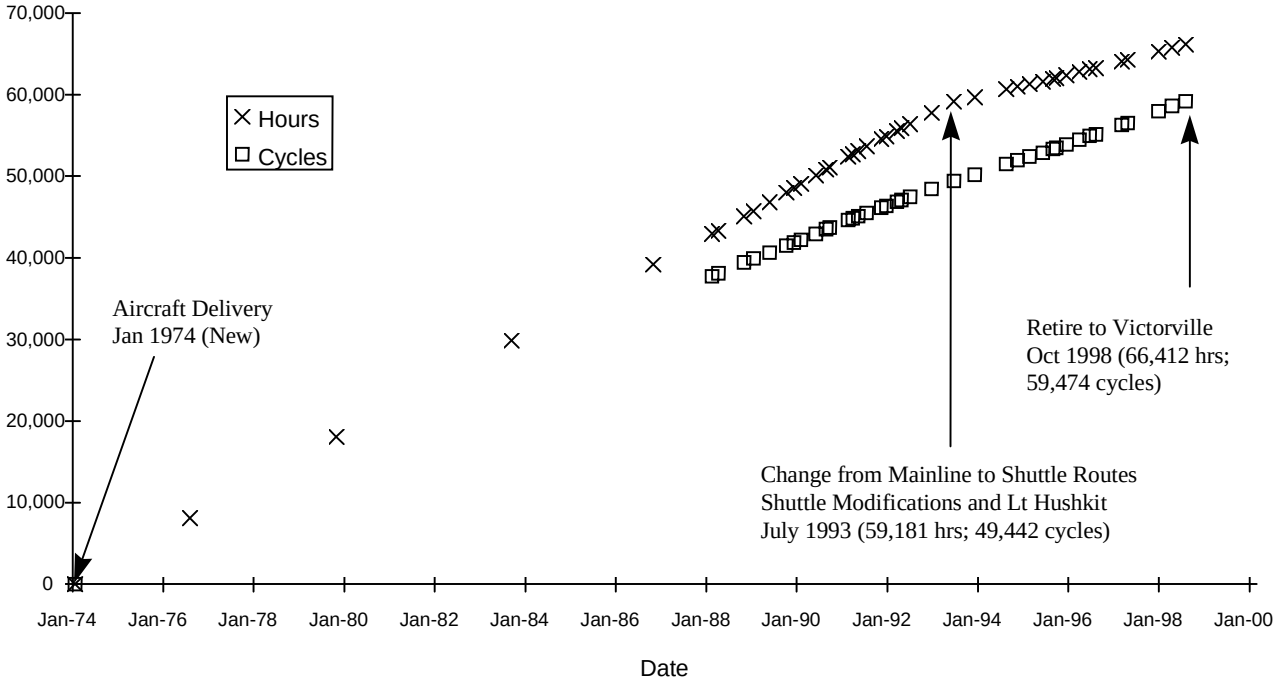


Figure 2: N474DA Hour and Cycle History

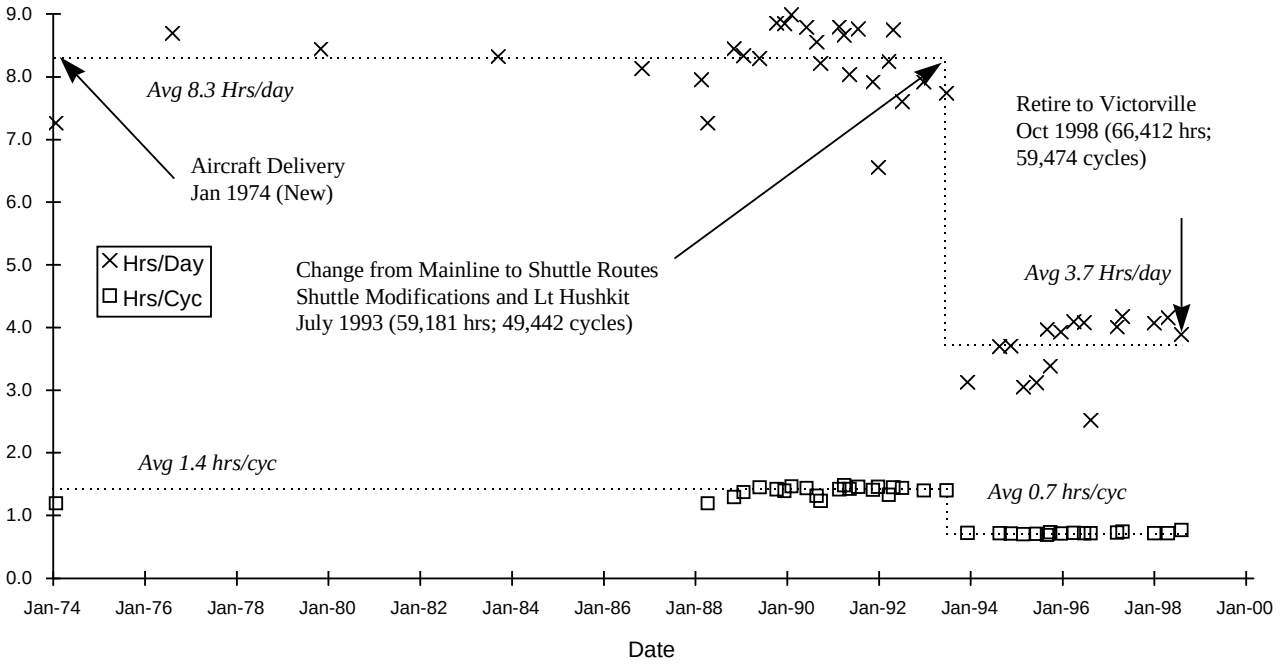


Figure 3: N474DA Flight Time and Utilization History

Section 3.3 Maintenance

The maintenance program is a collection of routinely scheduled checks and services to ensure continued airworthiness. The baseline program for 727 maintenance was issued by Boeing in the Maintenance Planning Data document (Ref.[10]). However, as a 14 CFR Part 121 Operator, Delta has an FAA approved process to revise its aircraft maintenance programs to fit its unique needs and service experience.

OEM Routine Maintenance Recommendations

The parts of a aircraft maintenance program are defined in the MPD as:

Transit Check - The "Transit" check requires minor maintenance/servicing, and is intended to assure continuous serviceability of a transiting aircraft. This check is planned for use at an enroute stop and is basically a "walk-around" inspection which requires a check of the aircraft interior and exterior for obvious damage, leaks, proper operating equipment, security of attachment, required servicing, etc.

Preflight Check - The "Preflight" check, more comprehensive than the "Transit" check, is intended for use at a route terminus and includes all inspection items in the lesser "Transit" check. A "Preflight" check should be performed before the first flight of the day, or when an aircraft remains on the ground for four hours or more.

"A" Check - a primary inspection and is intended to disclose the general condition of the aircraft. The "A" check is done in conjunction with the above mentioned lesser maintenance inspections. (Preflight and Transit checks). The initial MPD "A"- Check interval for new operators is 80 hours, estimated at 25 man-hours to complete.

"B" Check - an intermediate check requiring an examination of an aircraft to determine its general condition for assuring sustained airworthiness. This check includes selected operational checks and requires the opening of specific access doors and panels. The "B" check also requires accomplishment of all items contained in the "A" check and "Preflight" check. The initial MPD "B"- Check interval for new operators is 400 hours, estimated at 100 man-hours to complete.

"C" Check - requires a greater depth of inspection throughout the airplane to ensure continued airworthiness. This task involves selected Operational/Functional Checks and requires removal of access doors and panels, etc., to facilitate the inspection. Performance of the "C" Check also requires

accomplishment of all items in the "Preflight", "A" and "B" Checks. The initial MPD "C"-Check interval for new operators is 1,600 hours, estimated at 900 man-hours to complete.

"D" Check - is no longer defined in the 727 MPD, but is defined in industry as a heavy check that requires an extensive inspection throughout the airplane. This task contains a large number of internal structural inspections, and requires removal of seats, interior panels, lavatories, most access panels, etc., to allow the inspection. Performance of the "D" Check also requires accomplishment of all items in the "Preflight", "A", "B" and "C" Checks. The initial MPD "D"-Check interval for new operators is 16,000 hours, estimated at 8,300 man-hours to complete.

Corrosion Prevention and Control

In addition to the routine maintenance program, AD 90-25-03 requires 727 operators to incorporate systematic Corrosion Prevention and Control Programs (CPCPs) into their maintenance procedures. The effectiveness of the corrosion program is determined for a given airplane by the "level" of corrosion found on primary structure during repeat scheduled inspections. The objective of Delta's CPCP is to establish the minimum requirements for the control of corrosion to Level 1 or better, and to inhibit future corrosion damage or limit it to Level 1.

Level 1 Corrosion -

- Corrosion occurring between successive inspections that can be reworked/blended out within allowable limits as defined by the manufacturer (SRM, Service Bulletin, etc.); or
- Corrosion damage that exceeds allowable limits, but can be attributed to an event not typical of operator's usage of other airplanes in the same fleet (e.g., mercury spill); or
- Operator experience has demonstrated only light corrosion between each successive inspection, but the latest inspection and cumulative blend-out now exceeds the allowable limits.

Level 2 Corrosion - Corrosion found during first or subsequent inspection(s) that requires a single rework/blend-out which exceeds allowable limits/requiring a repair/reinforcement or complete or partial replacement of applicable structure.

Level 3 Corrosion - Corrosion found during first or subsequent inspection(s) which is determined to be an urgent airworthiness concern requiring expeditious action;

There are no special reporting requirements for Level 1 corrosion findings. Documentation and reporting of Level 2 and Level 3 findings are required to ensure that the CPCP program is effective and current. Based on these reported findings, changes are made as needed to the CPCP basic task, implementation age, or repeat interval.

A history of Level 2 CPCP findings to N474DA is contained in Appendix A. No Level 3 CPCP findings to N474DA have been reported. The CPCP findings listed are typical for a passenger 727-200 near its Design Service Goal. None of these reports describe an event which would adversely affect the fatigue testing or analysis planned for this project.

Delta Maintenance Task Packaging

Delta uses a phased maintenance program to take advantage of aircraft downtime for maintenance to reduce overall time out of service. Phasing (or segmenting) is defined in Ref.[11] as the subdivision of scheduled maintenance work packages, into combinations of smaller work packages, to be accomplished at lesser inspection intervals, such that the total work is completed within the required time-frame. For example, rather than a single "C"-check every 1,600 hours, an operator can choose to perform "½ C"- checks with a smaller work scope every 800 hours. In addition, the required time-frame for maintenance checks can be escalated based on service experience.

Delta's maintenance program has evolved over the service life of N474DA, but it is typically phased as shown below.

Low-Order Checks - Includes the Transit, Layover and Service Checks, which collectively phase the requirements of the MPD Transit, Pre-flight, "A" and "B" Checks.

Letter Check - Comparable to an MPD "½ C"-check. Accomplished every 7.5 months not to exceed 1650 cycles. Numbered A1, A2, B1, B2, C1... F2, where the numbering re-starts after an HMV.

Mid-Visit (MV) - Primarily consists of tasks from the CPCP Program. Currently accomplished at 30 months (+3 months) not to exceed 8,250 cycles. The MV replaces the Corrosion Visit (CV) present in earlier maintenance packages.

Heavy Maintenance Visit (HMV) - Comparable to an MPD D-check. Currently accomplished at 90 month intervals not to exceed 16,500 cycles. The HMV replaces the Block check present in earlier maintenance packages.

N474DA was operated by Delta during its entire service life, and Table 4 lists the Heavy Maintenance visit the aircraft had performed during its lifetime. Table 5 lists the Letter Checks accomplished since the last HMV.

Table 4: N474DA Heavy Maintenance Visits/Block Checks

	Date	Hours	Cycles
Block 1	8/08/76	8,087.7	N/A
Block 2	11/4/79	18,078.5	N/A
Block 3	9/19/83	29,858.4	N/A
Block 4	2/14/88	42,957.8	37,767
HMV	7/05/93	59,181	49,442

Table 5: N474DA Maintenance Visits Since Last HMV

	Date	Hours	Cycles	Comparable to
A-1	9/2/94	60,652.8	51,489	“½ C”-Check
CV1	12/2/94	60,990	51,962	CPCP Visit
A-2	11/1/95	62,122.6	53,569	“½ C”-Check
B-1	7/7/96	63,127.2	54,966	“½ C”-Check
MV1	7/7/96	63,127.2	54,966	CPCP Visit
B-2	9/26/97	64,837	57,319	“½ C”-Check

Section 3.4 Supplemental Type Certificates

Table 6: STC's Installed to N474DA

STC No.	Subject	DAL EO No.	Rev.	Install Date
SA1303NM	Overhead Bins	04-47525-3	E	08/27/82
SA1305NM	Coat Closet	04-47392-3	E	08/28/82
SA1598SO	Aft Ventral Stairway Sidewall/Ceiling Panels	04-42421-3	B	03/31/79
SA1598SO	Aft Ventral Stairway Sidewall/Ceiling Panels	04-42421-3	F	09/20/81
SA3141NM	Floor Proximity Emergency Escape Path	04-53336-3	C	08/05/86
SA3141NM	Floor Proximity Emergency Escape Path	04-65547-3	A	07/05/93
SA3930NM	Windshear System	04-55767-3	D	12/11/91
SA3982NM	Windshear System	04-55767-3	C	07/08/96
SA4833NM	FedEx Lightweight Hushkit	04-65390-3	A	07/05/93
SA5875NM	Driessen G1, G2, G4A Galley	04-65488-3	A	07/05/93
SA5875NM	Driessen G1, G2, G4A Galley	04-65662-3	B	07/05/93
SA5875NM	Driessen G1, G2, G4A Galley	04-66324-3	C	07/05/93
SA5877NM	Weber Coffeemaker	04-66324-3	C	07/05/93
ST00062AT	157 Passenger Seating	04-65465-3	F	07/05/93
ST00062AT	157 Passenger Seating	04-66324-3	C	07/05/93
ST00151AT	Aux Cart Stowage Module/Coat Room	04-66560-3	D	07/05/93
ST855SO	Bendix GPWS	04-38331-3	E	09/25/75

The STC's listed are typical for a passenger 727-200 near its Design Service Goal. N474DA has not been appreciably altered from the 727 Type Certificate, and the airframe configuration is representative of the majority of the 727 passenger fleet. None of these alterations adversely affect the fatigue testing or analysis planned for this project.

There are only two alterations with an appreciable effect to aircraft utilization. The first is the FedEx Lightweight Hushkit installed in July 1993. The Stage 3 Lightweight hushkit was designed as a low-cost method to comply with FAA Stage 3 and ICAO Chapter 3 noise standards. The FAA Stage 3 requirements were required for US operation prior to Jan 1. 2000. However, Logan airport (BOS) locally required Stage 3 compliance earlier, so Delta 727's on the Shuttle routes had the lightweight hushkit installed prior to Shuttle service.

Federal Express describes their hushkit as a noise reduction kit for installation on a bypass turbine engine having a core engine, an outer casing and a thrust reverser (Ref [12]). The kit comprises a

mixer downstream of the core engine for mixing fan air of the engine with the exhaust gas from the core engine to reduce the peak velocity of the exhaust gas; a structure for supporting and positioning said mixer relative to the engine; a spacer for extending the length of the exhaust gas flow path between said mixer and the thrust reverser to permit sufficient mixing of the fan air with the exhaust gas prior to reaching the thrust reverser; and an acoustic tail pipe assembly configured to define an outlet area for the engine exhaust gas flow path.

The hushkit installation reduces aircraft noise in three ways:

- by mixing bypass fan air with the engine exhaust gas, as described above,
- by reducing the Engine Pressure Ratio (i.e., thrust) called out for normal take-off procedures (Ref.[7]),
- by reducing the Flap Deflection setting called out for normal approach and landing procedures (Ref.[7]),

The EPR reduction during take-off leads to a reduction in allowable MTOW, hence the name “lightweight” hushkit (see Section 3.1). The hushkit installation also adds ballast to the forward pressure bulkhead to offset a change in CG location.

The second STC with an appreciable affect increases the passenger seating to 157 passengers, 8 passengers more than the standard configuration. Assuming 185 lbs per passenger, this STC represents a 1,480 lbs increase in payload capacity. The MTOW is not affected by this STC.

All STC’s with an install date of 07/05/93 are modifications prior to Delta Shuttle service.

Section 3.5 Service Discrepancy Reports

14 CFR 121.703 requires that each certificate holder report to the FAA the occurrence or detection of each failure, malfunction, or defect concerning a variety of service discrepancies, including aircraft structural damage that requires major repair. These reports are compiled by FAA section AFS620, which is the custodian of record for the Service Difficulty Reporting System (SDRS).

The Service Discrepancy Reports on file for N474DA are included in Appendix B. SDR's addressing structures removed for examination have been highlighted (i.e., S-26L and the FS 1183 bulkhead).

The SDR's listed are typical for a passenger 727-200 near its Design Service Goal. None of these reports describe an event which would adversely affect the fatigue testing or analysis planned for this project.

Section 3.6 Service Bulletins and Airworthiness Directives

Service Bulletins

Service Bulletins (SB's) are issued by the original manufacturer of a product (aircraft, engine, propeller or appliance) to address a condition that is likely to be inconvenient, uneconomical, or unsafe. Compliance with Service Bulletins is not mandatory, but SB's that address unsafe conditions are typically mandated by Airworthiness Directive.

A table of Boeing Service Bulletins effective for N474DA is contained in Appendix C. Service Bulletins incorporated on any Delta 727's will have an EO number assigned, and Service Bulletins accomplished to N474DA will have an accomplishment date.

Airworthiness Directives

Airworthiness Directives (ADs) are issued by the Federal Aviation Administration (FAA) to identify and provide corrective action for a product (aircraft, engine, propeller or appliance) in which an unsafe condition exists or is likely to exist. Per 14 CFR 39, no person may operate a product to which an Airworthiness Directive applies except in accordance with the requirements of that Airworthiness Directive.

Delta tracks and monitors compliance reporting of all time control ADs (i.e., with initial and/or repetitive limits) in the AirCraft Time Log (ACTL). The ACTL database records the time remaining for these events, and has an audit trail for updating items and its own internal security. The ACTL is real time, so after every flight completion those completed flight times are downloaded and the compliance time remaining is adjusted. ACTL is fed data by its users and also sends data to other systems as the central database for tracking, compliance and scheduling.

An ACTL report showing the compliance dates for all AD's applicable to N474DA is shown in Appendix D. AD's applicable to any Delta 727 will have an EO number assigned, and AD's accomplished to N474DA will have an accomplishment date.

The SB and AD history is typical for a passenger 727-200 near its Design Service Goal. None of these service actions adversely affect the fatigue testing or analysis planned for this project.

Section 3.7: Engineering Repair Authorizations

Aircraft maintenance work, other than the normal replacement of original parts or materials, involves specific instructions and authorization. For airframe damage which is not covered by an FAA approved repair (i.e., SRM or SB), Delta Engineers issue an Engineering Repair/Authorization (ER/A). The ER/A serves the following purposes for a typical repair of airframe structure:

- allows Engineering to issue on-the-spot instructions necessary to immediately effect a specific repair.
- provides Inspection with the information needed to inspect and accept the repair.
- provides Engineering with records of repair methods and weight control data.

A summary of all structural ER/A's (ATA 53 - 57) issued specific to N474DA is included in Appendix E. Repairs to the structure removed from N474DA are summarized in the first section, including all repair figures in the ER/A. Other repairs to fuselage, wings, and empennage follow in the remaining sections.

The repairs listed are typical for passenger 727-200 near its Design Service Goal. These repairs are representative of typical operator maintenance practices using general guidelines published n the OEM SRM. None of these repairs adversely affect the fatigue testing and analysis planned for this project.

These repairs to the removed structure provide an opportunity for future work addressing damage tolerance effects on areas beyond the fuselage pressure boundary. Damage Tolerance analysis of such repairs is not addressed by the current rule for Repair Assessment For Pressurized Fuselages (14 CFR 121.370), but are being addressed by the new Aging Airplane Safety Act final rule (14 CFR 121.368 and 121.370(a))

REFERENCES

1 Type Certificate Data Sheet A3WE, Revision 19. Boeing 727 Series, 727-100 Series, 727C Series, 727-100C Series, 727-200 Series, 727-200F Series, dated February 20, 1991.

2 "Recommendations for Regulatory Action to Prevent Widespread Fatigue Damage in the Commercial Airplane Fleet," a Report of the Airworthiness Assurance Working Group for the Aviation Rulemaking Advisory Committee, Transport Aircraft and Engine Issues, 1999.

3 707, 720, 727, 737, 747, 757, 767, 777 Jet Fleet Statistics (Report ID RM05536), BCAG Reliability, Maintainability and Testability Engineering, September 2002.

4 Delta B-727-200 Domestic Aircraft Restrictions Manual

5 Delta Airlines Internal Report, "Average Trip Length and Speed Monthly Report", published monthly by Dept. 819 (Flight Statistics), Dec 1997 - Dec 1998.

6 Model 727-200 Payload/Range for Long Range Cruise, Boeing report D6-58324, "727 Airplane Characteristics, Airport Planning," April 1985.

7 B-727-200 Operational Data Manual

8 Boeing 727-200 Aircraft Maintenance Manual, Pressurization Control System - Description and Operation, Rev 6/20/87.

9 Delta Air Lines Annual Reports (Investor Relations), 1974 - 1998.

10 Boeing report D6-8766-1, 727 Maintenance Planning Data, Oct/82

11 FAA ORDER 8300.10 "Information and Guidance Pertaining to Structural Maintenance Programs for Aging Large Transport and other Transport Category Airplanes", Flight Standards Handbook Bulletin for Airworthiness, effective 02-12-96.

12 United States Patent 5,127,602 "Noise reduction kit for jet turbine engines" Batey ,et al. July 7, 1992.

APPENDIX A: CPCP LEVEL 2 FINDINGS

DATE	NRC	TASK NO.	DAMAGED PART	FROM STATION	TO STATION	FROM STRINGER	TO STRINGER	ZONE	TASK DESCRIPTION
7/9/1993	1111	C53-111-01		1010		STR 29L	28L	15	INTERIOR STRUCTURE OF FUSELAGE LOWER LOBE FWD OF
7/9/1993	1103	C53-111-01	FRAME	1166		STR 27R	29R	15	THE BILGE (BS 178-480 BELOW S-17) & AREA ABOVE THE BILGE
7/9/1993	1105	C53-111-01	INTERCOASTAL	1070	1090			15	(BS 480-740 & BS 950-1183 FROM S-17 TO S-26) INCLUDING SKIN
7/9/1993	1107	C53-111-01	INTERCOASTAL					15	PANELS, SPLICES, JOINTS & CUTOUTS, FRAMES, STRINGERS,
7/7/1993	314	C53-111-01	FIXED FLOOR PANELS						SHEAR TIES, BS 178, 740, FRONT SPAR, 950 & 1183 BULKHEADS,
7/7/1993	575	C53-111-01	LONGERON / STRINGER						NOSE LANDING GEAR WHEEL WELL STRUCTURE, MAIN DECK
7/9/1993	1102	C53-111-01	LONGERON / STRINGER						FLOOR STRUCTURE AND DOOR INTERIORS (EXCEPT CARGO
7/9/1993	1104	C53-111-01	WEB						DOORS) DETAIL VISUAL INSPECTION
7/9/1993	1109	C53-111-01	INTERCOASTAL						
7/22/1993	1355	C53-111-01	FLOOR PANEL ATTACH ANGLE						
7/9/1993	1106	C53-111-01.09	LONGERON / STRINGER						BS 360 & 1183 PRODUCTION JOINT SPLICES AND BOLTS
7/7/1993	312	C53-113-01	FRAME SKIN	500	720F			14	INTERNAL STRUCTURE OF FUSELAGE BILGE
7/7/1993	333	C53-113-01	LONGERON & SPLICE	480	720D			13	FROM BS480 TO 740 & BS 950 TO 1183 BELOW
7/7/1993	576	C53-113-01	LONGERONS + SPLICE	950	1183			15	S-26L &R, INCLUDING SKIN PANELS, SPLICES &
7/7/1993	332	C53-113-01	CLIPS + INTERCOASTALS + ANGLE						JOINTS AND CUTOUTS, FRAMES, STRINGERS,
7/7/1993	584	C53-113-01	INTERCOASTALS + CLIP						SHEAR TIES, DOUBLERS AND PORTIONS OF
9/4/1996	2683	C53-113-01	PULLEY SUPPORT						BS 740,950 AND 1183 BULKHEADS DETAIL VISUAL INSPECTION
7/7/1993	730	C53-132-01	DELTA KEEL BEAM						FSLGE-UNDER WING-TO-BODY FAIRINGS & A/C ACCESS DOORS
7/8/1993	971	C53-224-01	CABIN PAX SEAT TRACK	580	1130			24	INTERIOR STRUCTURE OF FUSELAGE UPPER
7/8/1993	808	C53-224-01	FLOOR PANEL SUPPORTS	302	1183			24	LOBE FROM BS 304 TO 1183 ABOVE S-17,
7/9/1993	1133	C53-224-01	INTERCOASTAL, FLOOR LEVEL	1130	1148			24	INCLUDING SKIN PANELS, SPLICES & JOINTS
7/9/1993	1116	C53-224-01	SEAT TRACKS (PAX)	970	1130			24	FRAMES, STRINGERS, DOUBLERS, SHEAR TIES
7/9/1993	1120	C53-224-01	THRESHOLD "Z" ANGLE	1030	1080			24	FLOORS, CREASE BEAM AT S-17 AND PRESSURE DECK
7/8/1993	810	C53-224-01	CABIN FLOOR BEAM T CAP						DETAIL VISUAL INSPECTION
7/9/1993	1115	C53-224-01	INTERCOASTALS - FLOOR SUPPORT						
7/9/1993	1118	C53-224-03	FLOOR SUPPORT						AREAS UNDER GALLEYS AND LAVS
7/9/1993	1130	C53-224-03	FLOOR SUPPORT						
7/9/1996	176	C53-224-03	SEAT TRACK						
7/9/1996	177	C53-224-03	SEAT TRACK						
7/9/1996	194	C53-224-03	SEAT TRACK						
7/9/1996	188	C53-224-03	FLOOR SUPPORT ANGLES						

7/9/1996	162	C53-224-03	SUPPORT ANGLES						
7/8/1996	143	C53-224-03	FLOOR PANEL						
7/9/1996	161	C53-224-04	SUPPORT ANGLES						FLOOR STRUCTURE & SHEAR WEB-BS 1130-1183
7/9/1996	67	C53-224-06	THRESHOLD						LOWER SILL STRUCTURE AT MAIN ENTRY, CARGO AND GALLEY
7/8/1993	0	C57-581-04	LARGE JOURNAL						WING-TRLG EDGE CAVITY-INTERIOR-FLAP TRACK CARRIAGES

APPENDIX B: SDR SEARCH RESULTS

Records 46

Run Date: 16-Oct-2002

FEDERAL AVIATION ADMINISTRATION

Page: 1

Service Difficulty Report Data

AIRCRAFT REGISTRATION NUMBER N474DA

FOR THE PERIOD 1974 TO 1994

SORTED BY: ATA CODE AND CONTROL NUMBER

PREPARED DAVID STEADMAN DELTA

This Report Derives from Unverified Information Submitted By the Aviation Community without FAA review for

CONTROL

NNUM	ACFT MAKE	ENG MAKE	COMP MAKE	PART NAME	PART CONDITION	STAGE OPS	T TIME	NATURE CONDITION	PRECAUTION PROC
OPCD	ACFT MODEL	ENG MODEL	COMP MODEL	PART NUMBER	PART LOCATION	DIFF-DATE	TSO		
ATA	ACFT SERIAL	ENGINE SERIAL	COMP SERIAL	RECD PSL	OPER CONTROL NO	FAA REPORT NO.	REGION		
SUBMITTER	REMARKS								

474DA BOEING PWA ELEMENT SHORTED CRUISE 0 FALSE WARNING ENGINE SHUTDOWN
DAL 727232 JT8D15 876635 NO 2 ENGINE 7864 UNSCHED LANDING
2610 20751 687403 SO 67 L 197903280000 NM
A DURING CRUISE NO 2 ENG F-W.ENG SHUT DOWN & DISCHG FIRE AGENT.FOUND B-LOOP SHORTE D AT FIRE WALL.REPL CONNECTORS

474DA BOEING NOSE GEAR LACK OF LUBE DESCENT 0 WARNING INDICATION OTHER
DAL 727232 0 AFFECT SYSTEMS
3220 20751 SO 31 197704190001 NM
A ON APPROACH NLG WOULD NOT EXTEND.RECYCLED ALL INDICATIONS NORMAL.LUBED NOSE GEAR & SYS CHECKED NORMAL

474DA BOEING RODS OVERSIZED INSP/MAINT 59174 OTHER NONE
DALA 727232 69163374 NLG DOORS 07/01/1993 0
3231 20751 SO 11 93ZZZX8527 199312030000 NM
A ATL - DURING HMV, FOUND 2 RADIUS RODS FOR THE NOSE LANDING GEAR DOOR OPERATOR ASSEMBLIES HAVE THE 0.4379 D. NOMINAL SIZE HOLES OVERSIZED TO 0.460 MAXIMUM. REPAIRED PER BAC TWIX DAL-ATL-93-0864RR, DATED 07-16-93. CYCLES, 49,437.

474DA BOEING SWITCH DEFECTIVE TAKEOFF 0 FALSE WARNING UNSCHED LANDING
DAL 727232 NLG DOOR 0
3260 20751 SO 31 L 197802170000 NM
A RETURNED DUE NLG WARNING LITE REMAINED ON AFTER GER RETRACTION.REPLACED LT NLG DOOR SWITCH & ADJUSTED LINKAGE RT D

474DA BOEING SWITCH STUCK CLIMB 0 FALSE WARNING OTHER
DALA 727232 LEFT NOSE GEAR 07/29/1989 0
3260 20751 SO 11 SO118994684 198909010032 NM
A DURING CLIMB, NOSE GEAR LIGHT ILLUMINATED AFTER GEAR RETRACTION. RECYCLED GEAR AND CONDITION PERSISTED. SERVICED NOSE STRUT WITH OIL AND AIR. FREED PLUNGER ON LEFT GEAR DOOR SWITCH, SYSTEM CHECKS OK.

Prepared by the Aviation Data Systems Branch / AFS - 620 Format: SDR_G AFS620iw
Selection [c390]='474da'and[c140]='727'
Sort Criteria: [C40],[c5]

FEDERAL AVIATION ADMINISTRATION

Service Difficulty Report Data

AIRCRAFT REGISTRATION NUMBER N474DA
FOR THE PERIOD 1974 TO 1994
SORTED BY: ATA CODE AND CONTROL NUMBER

PREPARED DAVID STEADMAN DELTA **This Report Derives from Unverified Information Submitted By the Aviation Community without FAA review for** **CONTROL**

NNUM	ACFT MAKE	ENG MAKE	COMP MAKE	PART NAME	PART CONDITION	STAGE OPS	T TIME	NATURE CONDITION	PRECAUTION PROC
OPCD	ACFT MODEL	ENG MODEL	COMP MODEL	PART NUMBER	PART LOCATION	DIFF-DATE	TSO		
ATA	ACFT SERIAL	ENGINE SERIAL	COMP SERIAL	RECD PSL	OPER CONTROL NO	FAA REPORT NO.	REGION		
SUBMITTER	REMARKS								

474DA	BOEING			SWITCH-TS	INOPERATIVE	CLIMB	0	FALSE WARNING	UNSCHED LANDING
DALA	727232			MS250111	TAIL SKID	11/09/1986	0		
3270	20751			SO 11	SO678689835	198612070007	NM		
A	DFW--TAIL SKID LIGHT REMAINED ILLUMINATED AFTER GEAR RETRACTION. FLIGHT RETURNED TO DFW FOR MAINTENANCE. MAINTENANCE INSTALLED GEAR PINS AND CYCLED GEAR HANDLE TO THE UP POSITION. THE TAIL SKID RETRACTED, HOWEVER, LIGHT REMAINED ILLUMINATED. CYCLED GEAR HANDLE DOWN, AND TAIL SKID EXTENDED. TAIL SKID LIGHT FORWARDED TO MAINTENANCE CARRY OVER PER BOEING MINIMUM EQUIPMENT LIST UNTIL TERMINATION OF FLIGHT. SUBSEQUENTLY, REPLACED BOTH UP AND DOWN SWITCH FOR TAIL SKID AND OPERATIONAL CHECKS WERE NORMAL. THE AIRPLANE WAS RETURNED TO SERVICE. AIRCRAFT TT 39189, TSO 09331.								
474DA	BOEING			BATTERY	LOW VOLTAGE	INSP/MAINT	0	NO TEST	NONE
DALA	727232			S106	AFT CABIN	08/23/1992	0		
3350	20751			SO	92ZZZY6355	199209220006	NM		
A	MCI - FLIGHT 1898 - DURING INSPECTION, THE AFT MOST AIRSTAIR EMERGENCY LIGHTS WERE FOUND TO BE INOPERATIVE. REPLACED BATTERIES. OPS CHECKS GOOD.								
474DA	BOEING			EEL RACK	FAULTY	INSP/MAINT	60482	NO TEST	NONE
DALA	727232			90052	CABIN	07/13/1994	0		
3350	20751			SO	94ZZZZ1327	199408080056	NM		
A	LGA - FLT 1843 - DURING PREFLIGHT CHECK, THE FS 760 EMERGENCY EXIT LIGHT DID NOT TEST. REPLACED RACK ASSEMBLY, OPERATION								
474DA	BOEING	PWA		MANIFOLD	CRACKED	TAKEOFF	0	FALSE WARNING	UNSCHED LANDING
DALA	727232	JT8D15		652244193	13 STAGE		17829		
3610	20751	657007		SO 67	SO67198073213	198006250000	NM		
A	RETURNED DUE F-W NO 2 ENG.RETARDED THRUST LEVER F-W STOPPED.REPLACED 13 STG MANI FOLD DUE CRACK IN DUCT.MSNG BLWOUT								
474DA	BOEING			DOOR	CRACKED	INSP/MAINT	59174	OTHER	NONE
DALA	727232			651752564	AFT ENTRY DOOR	07/10/1993	0		
5210	20751			SO 11	93ZZZW4774	199309030003	NM		
A	ATL - DURING HMV, THE AFT ENTRY DOOR LOWER SILL HAS APPROXIMATELY A 7 INCH LONG CRACK IN THE AFT LOWER RADIUS ON THE CENTER OF THE DOOR. REPAIRED PER B727 SRM 51-40-3. TOTAL CYCLES 49,437.								

Prepared by the Aviation Data Systems Branch / AFS - 620 **Format: SDR_G** AFS620iw
Selection [c390]='474da'and[c140]='727'
Sort Criteria: [C40],[c5]

Run Date: 16-Oct-2002

FEDERAL AVIATION ADMINISTRATION

Service Difficulty Report Data

AIRCRAFT REGISTRATION NUMBER N474DA
FOR THE PERIOD 1974 TO 1994
SORTED BY: ATA CODE AND CONTROL NUMBER

PREPARED DAVID STEADMAN DELTA

This Report Derives from Unverified Information Submitted By the Aviation Community without FAA review for

CONTROL

NNUM	ACFT MAKE	ENG MAKE	COMP MAKE	PART NAME	PART CONDITION	STAGE OPS	T TIME	NATURE CONDITION	PRECAUTION PROC
OPCD	ACFT MODEL	ENG MODEL	COMP MODEL	PART NUMBER	PART LOCATION	DIFF-DATE	TSO		
ATA	ACFT SERIAL	ENGINE SERIAL	COMP SERIAL	RECD PSL	OPER CONTROL NO	FAA REPORT NO.	REGION		
SUBMITTER	REMARKS								

474DA	BOEING		WEB	CRACKED	INSP/MAINT	48550	OTHER	NONE
DALA	727232			FS 164	12/21/1989	48550		
5310	20751		SO 11	SO119072359	199001230004	NM		
A	DURING C-CHECK INSPECTION, FOUND 2 EACH .5000 INCH LONG CRACKS IN NOSE WHEEL WELL PRESSURE DECK (BS 164 AND RBL 14). STRUCTURE RESTORED PER B-727 SRM. CYCLES 41,882.							
474DA	BOEING		STIFFENER	CRACKED	INSP/MAINT	48558	OTHER	NONE
DALA	727232			FS 1183	12/21/1989	48558		
5310	20751		SO	SO119072361	199001230004	NM		
A	DURING C-CHECK INSPECTION, FOUND 1.75 INCH CRACK IN AFT PRESSURE BULKHEAD (BS 1183) STIFFENER AT RBL 46 AND WL 188. STRUCTURE RESTORED PER B-727 SRM. CYCLES 41,887.							
474DA	BOEING		FRAME	CRACKED	INSP/MAINT	50848	OTHER	NONE
DALA	727232			BS 970	09/07/1990	50848		
5310	20751		SO	SO119058886	199012140010	NM		
A	ATL - DURING INSPECTION PER AD 90-06-16, FOUND BS 970 FRAME CRACKED. REPAIRED PER BOEING SB 53A0195. TOTAL CYCLES 43,531.							
474DA	BOEING		FRAME	CRACKED	INSP/MAINT	54616	OTHER	NONE
DALA	727232			FS 761 RT	12/01/1991	0		
5311	20751		SO	92ZZZW1176	199202060002	NM		
A	DURING SERVICE CHECK INSPECTION, THE RT FS 761 FRAME WAS CRACKED. REPAIRED PER SB 53-0197. TOTAL CYCLES 46,181.							
474DA	BOEING		FRAME	CRACKED	INSP/MAINT	54616	OTHER	NONE
DALA	727232			FS 784 RT	12/01/1991	0		
5311	20751		SO	92ZZZW1208	199202060005	NM		
A	DURING SERVICE CHECK, FOUND THE FUSELAGE FRAME AT FS 784, RT SIDE, CRACKED BELOW THE MAIN CABIN FLOOR. REPAIRED PER FAA APPROVED B727 SRM 51-40-3 VIA B727 SB 53-0197. TOTAL CYCLES 46,181.							
474DA	BOEING		FRAME	CRACKED	INSP/MAINT	54616	OTHER	NONE
DALA	727232			FS 761 RIGHT	12/01/1991	0		
5311	20751		SO	92ZZZY339	199202110016	NM		
A	ATL - DURING SERVICE CHECK, THE FUSELAGE FRAME AT FS 761 RIGHT WAS CRACKED. REPAIRED PER SB 53-0197. TOTAL CYCLES 46181.							

Prepared by the Aviation Data Systems Branch / AFS - 620 **Format: SDR_G** AFS620iw

Selection [c390]='474da'and[c140]='727'

Sort Criteria: [C40],[c5]

FEDERAL AVIATION ADMINISTRATION

Service Difficulty Report Data

AIRCRAFT REGISTRATION NUMBER N474DA
FOR THE PERIOD 1974 TO 1994
SORTED BY: ATA CODE AND CONTROL NUMBER

PREPARED DAVID STEADMAN DELTA **This Report Derives from Unverified Information Submitted By the Aviation Community without FAA review for** **CONTROL**

NNUM	ACFT MAKE	ENG MAKE	COMP MAKE	PART NAME	PART CONDITION	STAGE OPS	T TIME	NATURE CONDITION	PRECAUTION PROC
OPCD	ACFT MODEL	ENG MODEL	COMP MODEL	PART NUMBER	PART LOCATION	DIFF-DATE	TSO		
ATA	ACFT SERIAL	ENGINE SERIAL	COMP SERIAL	RECD PSL	OPER CONTROL NO	FAA REPORT NO.	REGION		
SUBMITTER	REMARKS								
474DA	BOEING			FRAME	CRACKED	INSP/MAINT	54616	OTHER	NONE
DALA	727232				FS 784 RIGHT	12/01/1991	0		
5311	20751			SO 11	92ZZZY340	199202110016	NM		
A	ATL - DURING SERVICE CHECK, THE RIGHT FUSELAGE FRAME WAS CRACKED AT FS 784. REPAIRED PER SB 53-0197. TOTAL CYCLES 46181.								
474DA	BOEING			BLKHD BEAM	CRACKED	INSP/MAINT	59174	OTHER	NONE
DALA	727232			6516350	FS 1183	07/07/1993	0		
5312	20751			SO	93ZZZZ2314	199308130015	NM		
A	ATL - DURING HMV, THE VERTICAL BEAM ON THE FORWARD SIDE OF THE 1183.00 BULKHEAD AT LBL 36.63 HAS A 1 INCH CRACK IN THE FLANGE COMMON TO THE BULKHEAD WEB. REPAIRED PER BOEING SB 727-53-0192, R1. TOTAL CYCLES 49437.								
474DA	BOEING			BULKHEAD	LEAKING	INSP/MAINT	0	OTHER	NONE
DALA	727232				FORWARD	07/29/1993	0		
5312	20751			SO	93ZZZW5095	199310010002	NM		
A	ATL - DURING INSPECTION, FOUND AIR LEAK AT FORWARD P-DOME, AIR LEAKING OUT OF RADOME. REPAIRED PER SRM 53-10-9.								
474DA	BOEING			KEEL BEAM	CRACKED	INSP/MAINT	0	OTHER	NONE
DALA	727232			6518636378	FS 870 RIGHT	07/28/1992	0		
5314	20751			SO	92ZZZY5828	199208260011	NM		
A	ATL - DURING LAYOVER CHECK, THE RIGHT VERTICAL ATTACH ANGLE AT BS 870, WAS FOUND TO HAVE A .5 INCH CRACK EMANATING FROM THE FOURTH FASTENER HOLE ABOVE THE LOWER END OF THE PART. REPAIRED PER FAA APPROVED BAC DRAWING 65-18636. TOTAL CYCLES								
474DA	BOEING			FLOOR BEAM	CRACKED	INSP/MAINT	59174	OTHER	NONE
DALA	727232			65162799	FS 758	07/12/1993	0		
5315	20751			SO	93ZZZZ2316	199308130015	NM		
A	ATL - DURING HMV, A CRACK EXISTS IN THE VERTICAL FLANGE OF THE LBL 45.83 FLOOR BEAM UPPER CHORD. REPAIRED PER BACO TWX DAL-ATL-93-0657RR, DATED 5-27-93. TOTAL CYCLES 49,437.								
474DA	BOEING			FLOOR BEAM	CORRODED	INSP/MAINT	59174	OTHER	NONE
DALA	727232				FS 344	07/08/1993	0		
5315	20751			SO	93ZZZW4734	199309010003	NM		
A	ATL - DURING HMV, THE FLOOR BEAM AT FS 344 WAS FOUND CORRODED FROM LT SIDE TO THE LAVATORY HAT CHANNEL. REPAIRED PER SRM 53-10-8. TOTAL CYCLES 49,437.								

Prepared by the Aviation Data Systems Branch / AFS - 620 Format: SDR_G AFS620iw
Selection [c390]='474da'and[c140]='727'
Sort Criteria: [C40],[c5]

FEDERAL AVIATION ADMINISTRATION

Service Difficulty Report Data

AIRCRAFT REGISTRATION NUMBER N474DA
FOR THE PERIOD 1974 TO 1994
SORTED BY: ATA CODE AND CONTROL NUMBER

PREPARED DAVID STEADMAN DELTA **This Report Derives from Unverified Information Submitted By the Aviation Community without FAA review for** **CONTROL**

NNUM	ACFT MAKE	ENG MAKE	COMP MAKE	PART NAME	PART CONDITION	STAGE OPS	T TIME	NATURE CONDITION	PRECAUTION	PROC
OPCD	ACFT MODEL	ENG MODEL	COMP MODEL	PART NUMBER	PART LOCATION	DIFF-DATE	TSO			
ATA	ACFT SERIAL	ENGINE SERIAL	COMP SERIAL	RECD PSL	OPER CONTROL NO	FAA REPORT NO.	REGION			
SUBMITTER	REMARKS									

474DA BOEING FLOOR BEAM CORRODED INSP/MAINT 59174 OTHER NONE
DALA 727232 FS 400 07/08/1993 0
5315 20751 SO 11 93ZZZW4735 199309010003 NM
A ATL - DURING HMV, THE FS 400 FLOOR BEAM CAP WAS FOUND CORRODED BETWEEN LBL 10 AND RBL 10. REPAIRED PER SRM 53-10-8. TOTAL CYCLES 49,437.

474DA BOEING DOUBLER CRACKED INSP/MAINT 57774 OTHER NONE
DALA 727232 65562312 R1 DOOR 01/07/1993 0
5320 20751 SO 93ZZZZ680 199302260015 NM
A TPA - DURING HMV, A CRACK WAS FOUND AT THE R1 DOOR CUTOUT DOUBLER AT THE UPPER HINGE CUTOUT. REPAIRED PER S/B 727-53-0136,

474DA BOEING FLOOR CORRODED INSP/MAINT 59174 OTHER NONE
DALA 727232 FS 1070 07/09/1993 0
5320 20751 SO 93ZZZW4736 199309010004 NM
A ATL - DURING HMV, THE FS 1070 FLOOR SUPPORT WAS FOUND CORRODED OUTBD OF THE RT OUTBD SEAT TRACK. REPAIRED PER MM 53-20-11, PAGE 802, AND SRM 53-10-8, FIGURE 1. TOTAL CYCLES 49,437.

474DA BOEING FAILSAFE CORRODED INSP/MAINT 59174 OTHER NONE
DALA 727232 651634915 FS 1166 07/22/1993 0
5320 20751 SO 93ZZZX8530 199312030000 NM
A ATL - DURING INSPECTION, CORROSION DAMAGE TO FAILSAFE CHORD AT STA 1166 FRAME WAS FOUND AT STR 27L AND STR 30L. REPAIRED PER B727 SRM 51-40-4, FIGURE 1. CYCLES, 49,437.

474DA BOEING FITTING FAILED APPROACH 60178 OTHER NONE
DALA 727232 69181946 NLG WW 04/29/1994 0
5320 20751 SO 94ZZZW1795 199405160055 NM
A ATL - DURING APPROACH, HAD A-SYSTEM HYDRAULIC FAILURE DURING EAR EXTENSION, MANUALLY EXTENDED GEAR, LANDED NORMALLY. FOUND THE NOSE GEAR LOCK ACTUATOR SUPPORT FITTING FAILED AND DAMAGE TO THE ACTUATOR. REPLACED SUPPORT FITTING AND ACTUATOR, RETURNED TO SERVICE. TOTAL CYCLES 50,828.

474DA BOEING FLOOR CORRODED INSP/MAINT 58618 OTHER NONE
DALA 727232 FS 1130 01/28/1993 0
5321 20751 SO 93ZZZW1338 199303020004 NM
A ATL - DURING HMV, THE PASSENGER FLOOR UNDER THE LT LAV FROM FS 1130-1183 AND LBL 16-33 REQUIRED REPLACEMENT DUE TO CORROSION. REPAIRED PER FAA APPROVED FORM 8110-3, DATED 2-15-92, FSDO LETTER DATED 07-11-91. TOTAL CYCLES 48,812.

FEDERAL AVIATION ADMINISTRATION

Service Difficulty Report Data

AIRCRAFT REGISTRATION NUMBER N474DA
FOR THE PERIOD 1974 TO 1994
SORTED BY: ATA CODE AND CONTROL NUMBER

PREPARED DAVID STEADMAN DELTA **This Report Derives from Unverified Information Submitted By the Aviation Community without FAA review for** **CONTROL**

NNUM	ACFT MAKE	ENG MAKE	COMP MAKE	PART NAME	PART CONDITION	STAGE OPS	T TIME	NATURE CONDITION	PRECAUTION PROC
OPCD	ACFT MODEL	ENG MODEL	COMP MODEL	PART NUMBER	PART LOCATION	DIFF-DATE	TSO		
ATA	ACFT SERIAL	ENGINE SERIAL	COMP SERIAL	RECD PSL	OPER CONTROL NO	FAA REPORT NO.	REGION		
SUBMITTER	REMARKS								

474DA	BOEING			SKIN	CRACKED	INSP/MAINT	53839	OTHER	NONE
DALA	727232				FS 1090	08/25/1991	0		
5330	20751			SO 11	91ZZZZ2504	199111140006	NM		
A	DURING LETTER CHECK, FUSELAGE BELLY SKIN CRACKED AND CORRODED BETWEEN STRINGERS 29RT AND 30, CENTERED AT FS 1090. SKIN REPAIRED PER SRM 51-40-03 AND S/B B727-53-159. CYCLES 45628.								
474DA	BOEING			SKIN	CORRODED	INSP/MAINT	54616	OTHER	NONE
DALA	727232			65545902	FS 720A/STR-28R	12/01/1991	0		
5330	20751			SO	92ZZZW1171	199202060002	NM		
A	DURING SERVICE CHECK, THE FUSELAGE SKIN WAS REMOVED AT FS 720A AND STR-28R. REPAIRED PER SRM 53-30-3, FIGURE 3. TOTAL CYCLES								
474DA	BOEING			SKIN	CORRODED	INSP/MAINT	59174	OTHER	NONE
DALA	727232			655457111	FS 480-584	07/13/1993	0		
5330	20751			SO	93ZZZZ2315	199308130015	NM		
A	ATL - DURING HMV, THE S-26L LAP JOINT WAS FOUND CORRODED FROM BS 460 TO BS 584. REPAIRED SKIN PER B727 SRM 53-30-3, FIG 14, LAP JOINT PER B727 SRM 53-30-4, PAP 1C(4). TOTAL CYCLES 49,437.								
474DA	BOEING			SKIN	CORRODED	INSP/MAINT	59174	OTHER	NONE
DALA	727232			65545901	FS 720	07/20/1993	0		
5330	20751			SO	93ZZZW4642	199308300001	NM		
A	DURING HMV, CORROSION WAS REMOVED FROM THE LOWER FUSELAGE SKIN BETWEEN STA 720D AND 720F AT THE LAP SPLICE AT STR 26R. REPAIRED PER FAA FORM 8110-3, DATED 07-28-93. TOTAL CYCLES 49,437.								
474DA	BOEING			SKIN	CORRODED	INSP/MAINT	59174	OTHER	NONE
DALA	727232			651766344	FS 720F	07/14/1993	0		
5330	20751			SO	93ZZZW4643	199308300001	NM		
A	ATL - DURING INSPECTION, THE SKIN ATTACH FLANGE OF THE FS 720F FRAME WAS TRIMMED OFF BETWEEN STR 26R AND STR 27R DUE TO CORROSION. REPAIRED PER FAA FORM 8110-3, DATED 07-2893. TOTAL CYCLES 49,437.								
474DA	BOEING			SKIN	CORRODED	INSP/MAINT	59174	OTHER	NONE
DALA	727232			6554590	FS 720	07/22/1993	0		
5330	20751			SO	93ZZZX8528	199312030000	NM		
A	ATL - DURING HMV, A PREVIOUS REPAIR WAS REMOVED AT STA 720 AND STR 28L. ADDITIONAL CORROSION REMOVAL RESULTED IN THE PREVIOUS SKIN CUT-OUT BEING ENLARGED TO 8 INCHES BY 2.5 INCHES. REPAIRED PER BACO SB 727-53-0203 R2. CYCLES, 49,437.								

FEDERAL AVIATION ADMINISTRATION

Service Difficulty Report Data

AIRCRAFT REGISTRATION NUMBER N474DA
FOR THE PERIOD 1974 TO 1994
SORTED BY: ATA CODE AND CONTROL NUMBER

PREPARED DAVID STEADMAN DELTA **This Report Derives from Unverified Information Submitted By the Aviation Community without FAA review for** **CONTROL**

NNUM	ACFT MAKE	ENG MAKE	COMP MAKE	PART NAME	PART CONDITION	STAGE OPS	T TIME	NATURE CONDITION	PRECAUTION PROC
OPCD	ACFT MODEL	ENG MODEL	COMP MODEL	PART NUMBER	PART LOCATION	DIFF-DATE	TSO		
ATA	ACFT SERIAL	ENGINE SERIAL	COMP SERIAL	RECD PSL	OPER CONTROL NO	FAA REPORT NO.	REGION		
SUBMITTER	REMARKS								
474DA	BOEING			SKIN	BULGED	INSP/MAINT	59174	OTHER	NONE
DALA	727232				FS 950E	07/14/1993	0		
5330	20751			SO 11	93ZZZX8529	199312030000	NM		
A	ATL - DURING HMV, THE FUSELAGE SKIN FOUND BULGED BETWEEN STA 950E AND STA 950F, STR 25L. REPAIRED PER SRM 53-30-3. CYCLES,								
474DA	BOEING			SKIN	GOUGED	INSP/MAINT	59174	OTHER	NONE
DALA	727232				FUSELAGE	07/07/1993	0		
5330	20751			SO	93ZZZZ3278	199312030019	NM		
A	ATL - DURING HMV, A DEEP GOUGE WAS FOUND IN THE FUSELAGE SKIN JUST AFT OF THE AIRSTAIR LOCK, LEFT SIDE. REPAIRED PER SRM 53-30-03. TOTAL CYCLES 49,437.								
474DA	BOEING			SEAT TRACK	CRACKED	INSP/MAINT	59174	OTHER	NONE
DALA	727232			65162799	FS 758	07/15/1993	0		
5347	20751			SO	93ZZZZ2317	199308130015	NM		
A	ATL - DURING HMV, A CRACK EXISTS IN THE VERTICAL FLANGE OF THE LBL 25 AND RBL 40 SEAT TRACKS. THE CRACK RUNS FORWARD FROM A CUTOUT AT FS 758 TO THE EDGE OF THE FLANGE. REPAIRED PER BACO TWX DAL-ATL-93-0657RR, DATED 5-27-93. TOTAL CYCLES 49,437.								
474DA	BOEING			SPAR	CRACKED	INSP/MAINT	52416	OTHER	NONE
DALA	727232				RIGHT ELEVATOR	03/04/1991	52416		
5520	20751			SO	SO119182233	199104120007	NM		
A	TPA - DURING C-CHECK, FOUND A .125 INCH CRACK AT THE NR 2 TAB HINGE FITTING OF THE RIGHT ELEVATOR REAR SPAR. REFERENCE SB-55-0087 (AD 87-24-03). ACCOMPLISHED TEMPORARY REPAIR BY STOP DRILLING CRACK USING A .250 INCH DRILL. SET UP REPETITIVE INSPECTIONS AT 1600 FLIGHT HOUR INTERVALS WITH PERMANENT REPAIR TO BE ACCOMPLISHED WITHIN 3200 FLIGHT HOURS. TOTAL								
474DA	BOEING			WINDOW	FAILED	CRUISE	14433	OTHER	UNSCHED LANDING
DALA	727232			651632325	L-3	05/08/1986	14433		
5610	20751		N0054	SO	SO678679965	198606200004	NM		
A	ATL - DURING CRUISE AT FL 310, NR L-3 COCKPIT WINDOW OUTER PANEL FAILED. CABIN DIFFERENTIAL WAS 8.5 PSID. AIRCRAFT LAN DED IN ATL WITHOUT INCIDENT. MAINTENANCE REPLACED NR L-3 COCKPIT WINDOW AND THE AIRCRAFT WAS RETURNED TO SERVICE. S/D - INVESTIGATION REVEALED L-3 COCKPIT WINDOW OUTER PANEL FAILED IN CRUISE FLIGHT, THE INNER PANEL REMAINED INTACT. THE W INDOW ASSEMBLY WAS MANUFACTURED IN JULY 1981 AND HAD ACCUMULATED 14,433 HOURS TIME IN SERVICE. THE THICKNESS OF THE REM AINING AREAS OF THE OUTER PANEL WERE MEASURED WITH AN OPTICAL MICROMETER AND FOUND TO BE WITHIN OVERHAUL MANUAL LIMITS. THE CAUSE OF FAILURE WAS NOT EVIDENT.								

FEDERAL AVIATION ADMINISTRATION

Service Difficulty Report Data

AIRCRAFT REGISTRATION NUMBER N474DA
FOR THE PERIOD 1974 TO 1994
SORTED BY: ATA CODE AND CONTROL NUMBER

PREPARED DAVID STEADMAN DELTA **This Report Derives from Unverified Information Submitted By the Aviation Community without FAA review for** **CONTROL**

NNUM	ACFT MAKE	ENG MAKE	COMP MAKE	PART NAME	PART CONDITION	STAGE OPS	T TIME	NATURE CONDITION	PRECAUTION PROC
OPCD	ACFT MODEL	ENG MODEL	COMP MODEL	PART NUMBER	PART LOCATION	DIFF-DATE	TSO		
ATA	ACFT SERIAL	ENGINE SERIAL	COMP SERIAL	RECD PSL	OPER CONTROL NO	FAA REPORT NO.	REGION		
SUBMITTER	REMARKS								
474DA	BOEING			SKIN	WORN	INSP/MAINT	59174	OTHER	NONE
DALA	727232				RT FOREFLAP	07/26/1993	0		
5753	20751			SO 11	93ZZZW4770	199309030002	NM		
A	ATL - DURING SHOP INSPECTION, THE RT OUTBD NR 4 FOREFLAP LEADING EDGE HAS A WORN AREA AT 87 INCHES FROM THE INBD END, AND ANOTHER 13.5 INCHES FROM THE INBD END. REPAIRED PER B727 SRM 57-50-4. TOTAL CYCLES 49,437.								
474DA	BOEING			FORE FLAP	WORN	INSP/MAINT	0	OTHER	NONE
DALA	727232			6521631326	RT WING	07/14/1993	0		
5753	20751			SO	93ZZZW5341	199310200001	NM		
A	ATL - DURING HMV, FOUND LEADING EDGE OF NR 4 FORE FLAP WORN 2 PLACES 12 INCHES FROM INBD EDGE OF FLAP. REPAIRED PER SRM								
474DA	BOEING			FORE FLAP	DAMAGE	INSP/MAINT	0	OTHER	NONE
DALA	727232			6521631326	RT WING	07/14/1993	0		
5753	20751			SO	93ZZZW5342	199310200001	NM		
A	ATL - DURING HMV, FOUND TEMPORARY REPAIR ON LEADING EDGE OF NR 4 FORE FLAP AT OUTBD FLAP CARRIAGE ATTACH FITTING. INSTALLED PERMANENT REPAIR PER SRM 57-50-4.								
474DA	BOEING			SLAT	CRACKED	INSP/MAINT	0	OTHER	NONE
DALA	727232			651622199	NR 4 LT WING	09/09/1994	0		
5754	20751		BN85	SO	DL72K940019	199410210027	NM		
A	ATL - DURING SHOP INSPECTION, THE NR 4 SLAT WAS FOUND TO HAVE A CRACK AT THE FASTENER HOLE FOR THE INBOARD SPADE, THE INBOARD AND OUTBOARD ACTUATOR FITTING RIBS WERE CRACKED AND THE ACCESS PLATE ATTACH ANGLE WAS CRACKED AT RIB NR 11. REPAIRED PER MM 57-54-0 PG 805 AND 807 AND PER SRM 57-50-3. (Z)								
474DA	BOEING			NOSE COWL	WORN	INSP/MAINT	0	OTHER	NONE
DALA	727232			65196854540	NR 1 ENGINE	07/14/1993	0		
7110	20751		3047	SO	93ZZZW4371	199308110000	NM		
A	ATL - DURING INSPECTION, THE NR 1 NOSE COWL WAS FOUND TO BE DAMAGED ON THE MATING FRAME CAP AT 9 O'CLOCK AT NAC STA 99.25. (SEVEN INCH SECTION). REPAIRED PER SRM 54-10-3, FIGURE 3.								
474DA	BOEING			NOSE COWL	CRACKED	INSP/MAINT	0	OTHER	NONE
DALA	727232			65196854540	NR 1 ENGINE	07/14/1993	0		
7110	20751		3047	SO	93ZZZW4372	199308110000	NM		
A	ATL - DURING INSPECTION, THE NR 1 NOSE COWL WAS FOUND TO BE CRACKED AT THE 6 O'CLOCK POSITION IN BETWEEN NAC STA 69.00 AND 77.50. CRACK IS DUE TO FATIGUE. REPAIRED PER SRM 54-30-3, FIGURE 3A.								

FEDERAL AVIATION ADMINISTRATION

Service Difficulty Report Data

AIRCRAFT REGISTRATION NUMBER N474DA
FOR THE PERIOD 1974 TO 1994
SORTED BY: ATA CODE AND CONTROL NUMBER

PREPARED DAVID STEADMAN DELTA **This Report Derives from Unverified Information Submitted By the Aviation Community without FAA review for** **CONTROL**

NNUM	ACFT MAKE	ENG MAKE	COMP MAKE	PART NAME	PART CONDITION	STAGE OPS	T TIME	NATURE CONDITION	PRECAUTION PROC
OPCD	ACFT MODEL	ENG MODEL	COMP MODEL	PART NUMBER	PART LOCATION	DIFF-DATE	TSO		
ATA	ACFT SERIAL	ENGINE SERIAL	COMP SERIAL	RECD PSL	OPER CONTROL NO	FAA REPORT NO.	REGION		
SUBMITTER	REMARKS								
474DA	BOEING	PWA		DUCT	CRACKED	CLIMB	0	OVER TEMP	ENGINE SHUTDOWN
DAL	727232	JT8D15			NO 3 ENG		0		UNSCHED LANDING
7510	20751			SO 31		197707220000	NE		
A	NO 3 ENG SHUTDOWN DUE F-W.REPLACED CRACKED PNEU DUCT TO FUEL HEAT VALVE.FAILURE ATTRIBUTED TO FATIGUE-DUE ENG VIBRA								

NUMBER OF RECORDS: 46

Records 29

Run Date: 29-Jan-2003

FEDERAL AVIATION ADMINISTRATION

Page: 1

Service Difficulty Report Data

N-NUMBER SEARCH 474DA

FOR THE PERIOD Jan 1, 1995 TO Dec 31, 1998

SORTED BY: CONTROL NUMBER

PREPARED DAVID STEADMAN

This Report Derives from Unverified Information Submitted By the Aviation Community without FAA review for

CONTROL

NNUM	ACFT MAKE	ENG MAKE	COMP MAKE	PART NAME	PART CONDITION	STAGE OPS	T TIME	NATURE CONDITION	PRECAUTION PROC
OPCD	ACFT MODEL	ENG MODEL	COMP MODEL	PART NUMBER	PART LOCATION	DIFF-DATE	TSO		
ATA	ACFT SERIAL	ENGINE SERIAL	COMP SERIAL	RECD PSL	OPER CONTROL NO	FAA REPORT NO.	REGION		
SUBMITTER	REMARKS								

474DA	BOEING			BLKHD WEB	CRACKED	INSP/MAINT	0	OTHER	NONE
DALA	727232				FS 1183	06/13/1995	0		
5312	20751			SO 11	DL72K952948	199507070055	NM		
A	SEVERAL CRACKS WERE FOUND IN FS 1183 BULKHEAD WEB AND STIFFENERS AFTER AIRCRAFT FAILED TO PRESSURIZE IN BOS. A 4 INCH LONG L-SHAPED CRACK WAS FOUND IN FS 1183 BLKHD WEB AT LBL 46.9 AND WL 213.67. THE LBL 46.93 VERTICAL STIFFENER HAD MULTIPLE CRACKS WITH MAXIMUM LENGTH OF 8 INCHES BETWEEN WL 205 AND WL 215. THE WL 209 HORIZONTAL STIFFENER WAS FOUND CRACKED AT LBL 46 AND LBL 27, MAXIMUM CRACK LENGTH WAS 3.5 INCHES. THE BLKHD WEB AT LBL 27 AND WL 209 WAS ALSO FOUND WITH A 6INCH CRACK. REPAIRS WERE ACCOMPLISHED PER DER APPROVED DATA, DL ERA 301908-14.								
474DA	BOEING			SKIN	CRACKED	INSP/MAINT	0	OTHER	NONE
DALA	727232				NR 3 LE FLAP	07/10/1995	0		
5754	20751			SO	DL72K953019	199507210001	NM		
A	A CRACK IN NR 3 L/E FLAP I/B EDGE, 1 INCH FROM LIP. FOUND DURING A-2 LTR CK TPAMM. REPAIRED PER MM 57-53-0 PG 804.								
474DA	BOEING			BATTERY PACK	DISCHARGED	INSP/MAINT	0	NO TEST	NONE
DALA	727232	900835A			CABIN	10/30/1995	0		
3350	20751	00		SO	DL72K954150	199511060067	NM		
A	LEFT LOWER AFT BODY FAIRING E-PATH LIGHT INOP. REPLACED BATTERY PACK AT APPROX ROW 23ABC. E-PATH LIGHT CKS NORMAL.								
474DA	BOEING			SIDE WALL	CRACKED	INSP/MAINT	0	OTHER	NONE
DALA	727232				BS 277	11/02/1995	0		
5320	20751			SO	DL72K954264	199511170004	NM		
A	DURING LETTER CHECK AT TPA, TWO .25 CRACKS WERE DISCOVERED IN THE .040 2024-T3 CLAD RIGHT SIDE WALL OF THE NOSE LANDINGGEAR WHEEL WELL APPROX STA 277.0. THIS ER/A PROVIDES REPAIR OF CRACK DAMAGE AND INSTALLATION OF A MOD STRAP AT DAMAGE LOCATION, AD 90-06-09 PER DL ERA 302710-14AD.								
474DA	BOEING			SKIN	CORRODED	INSP/MAINT	0	OTHER	NONE
DALA	727232				BS 294-312	11/02/1995	0		
5330	20751			SO	DL72K954265	199511170004	NM		
A	AT LETTER CHECK IN TPA, CORROSION WAS DISCOVERED ON THE UPPER SKIN AT THE S-24R LAP JOINT THAT WARRANTED A 12.5 INCH BY3 INCH CUT OUT, BETWEEN STA 294.5 AND STA 312 BY MTC. THIS ER/A WILL REPAIR THE DAMAGED AREA PER SRM 53-30-3 FIG 14 DETAIL 4 WITH THE VARIATION OF BLIND FASTENERS, PER DL ERA 302714-14.								

Prepared by the Aviation Data Systems Branch / AFS - 620

Format: SDR_G afs620iw

Selection [c390]='474da'and [c15]<'1999'

Sort Criteria: [C5]

Run Date: 29-Jan-2003

FEDERAL AVIATION ADMINISTRATION

Page: 2

Service Difficulty Report Data

N-NUMBER SEARCH 474DA

FOR THE PERIOD Jan 1, 1995 TO Dec 31, 1998

SORTED BY: CONTROL NUMBER

PREPARED DAVID STEADMAN

This Report Derives from Unverified Information Submitted By the Aviation Community without FAA review for

CONTROL

NNUM	ACFT MAKE	ENG MAKE	COMP MAKE	PART NAME	PART CONDITION	STAGE OPS	T TIME	NATURE CONDITION	PRECAUTION	PROC
OPCD	ACFT MODEL	ENG MODEL	COMP MODEL	PART NUMBER	PART LOCATION	DIFF-DATE	TSO			
ATA	ACFT SERIAL	ENGINE SERIAL	COMP SERIAL	RECD PSL	OPER CONTROL NO	FAA REPORT NO.	REGION			
SUBMITTER	REMARKS									

474DA BOEING ANGLE CRACKED INSP/MAINT 0 OTHER NONE
DALA 727232 NR 2 LE SLAT 11/01/1995 0
5754 20751 SO 11 DL72K954217 199511170040 NM
A FOUND ON A2 LETTER CK, .25 INCH CRACK NR 2 SLAT TAI DUCT CUTOUT. REPAIRED PER MM 57-54-0.

474DA BOEING WEB CRACKED INSP/MAINT 0 OTHER NONE
DALA 727232 LT TORQUE BOX 11/01/1995 0
5320 20751 SO DL72K954218 199511170040 NM
A FOUND ON A2 LETTER CK, 1 INCH CRACK IN TORQUE BOX WEB LT SIDE FWD END ALONG UPPER ROW OF RIVETS. REPAIRED PER MM 53-11-0.

474DA BOEING SKIN CRACKED INSP/MAINT 0 OTHER NONE
DALA 727232 LT ENGINE 11/01/1995 0
5414 20751 SO DL72K954219 199511170040 NM
A FOUND ON A2 LETTER CK, 1 INCH CRACK AT FASTENER NUMBER 2 ENGINE INLET OUTER SKIN LT SIDE FWD OF SADDLE PANEL. REPAIREDPER

474DA BOEING LIGHT DEFECTIVE INSP/MAINT 0 NO TEST NONE
DALA 727232 1102833 AFT AIRSTAIRS 04/22/1996 0
3350 20751 11988 SO 27 DL72K960962 199605020003 NM
A AFT 3 SECTIONS OF EMERGENCY PATH LIGHTS REMAIN ON WITH SWITCH IN OFF POSITION. FOUND EMERGENCY LIGHT ASSY L622 OVER AFT STAIRS DEFECTIVE. REPLACED-OPS NML.

474DA BOEING TRANSVERSE CRACKED INSP/MAINT 0 OTHER NONE
DALA 727232 651751738 BS 1263 11/02/1995 0
5320 20751 SO DL72K961608 199607180030 NM
A CRACKS ON THE LOWER TORQUE BOX AT FS 1263. THE CRACKS ARE ON THE FORWARD RT SIDE TRANSVERSE BEAM AND THE RT VERTICAL WEB. THE RT VERTICAL WEB HAS A 1 INCH CRACK AT THE FUEL LINE CUTOUT. NORMALLY, THE FUEL LINE IS REMOVED AND THE REPAIR DOUBLER (65-17517-31, 0.032 CLAD 2024-T3) IS INSTALLED IN ONE PIECE. HOWEVER, DUE TO SCHEDULING REQUIREMENTS, IT IS DESIRABLE TO CUT THE DOUBLER AND INSTALL IT WITH THE FUEL LINE IN PLACE IN ACCORDANCE WITH FAA ALTERNATE MEANS OF COMPLIANCE LETTER DATED 19 OCTOBER 1994. THIS AREA OF THE TORQUE BOX IS THE SUBJECT OF AD 94-07-08.

474DA BOEING COVE SKIN CRACKED INSP/MAINT 0 OTHER NONE
DALA 727232 NR 2 LE SLAT 07/08/1996 0
5754 20751 SO DL72K961714 199607250018 NM
A FOUND .25 INCH CRACK EXTENDING FROM NR 2 SLAT O/B TRACK UP STOP PAD, IN COVE SKIN ATTACH ANGLE. REPAIRED PER M/M 57-54-0 PG

Prepared by the Aviation Data Systems Branch / AFS - 620

Format: SDR_G afs620iw

Selection [c390]='474da'and [c15]<'1999' **Sort Criteria:** [C5]

FEDERAL AVIATION ADMINISTRATION

Service Difficulty Report Data

N-NUMBER SEARCH 474DA

FOR THE PERIOD Jan 1, 1995 TO Dec 31, 1998

SORTED BY: CONTROL NUMBER

PREPARED DAVID STEADMAN

This Report Derives from Unverified Information Submitted By the Aviation Community without FAA review for

CONTROL

NNUM	ACFT MAKE	ENG MAKE	COMP MAKE	PART NAME	PART CONDITION	STAGE OPS	T TIME	NATURE CONDITION	PRECAUTION	PROC
OPCD	ACFT MODEL	ENG MODEL	COMP MODEL	PART NUMBER	PART LOCATION	DIFF-DATE	TSO			
ATA	ACFT SERIAL	ENGINE SERIAL	COMP SERIAL	RECD PSL	OPER CONTROL NO	FAA REPORT NO.	REGION			
SUBMITTER	REMARKS									

474DA	BOEING			STIFFENER	CRACKED	INSP/MAINT	0	OTHER	NONE
DALA	727232				LE SPAR	07/08/1996	0		
5720	20751			SO 27	DL72K961715	199607250018	NM		
A	FOUND 1.25 INCH CRACKS AT WING L/E SPAR STIFFENERS AFT OF NR 3 SLAT I/B TRACK TWO EACH. REPAIRED BY REPLACING STIFFENERS PER M/M 57-20-21 PG 813.								
474DA	BOEING			BRACKET	CRACKED	INSP/MAINT	0	OTHER	NONE
DALA	727232				NR 7 LE SLAT ACT	07/08/1996	0		
2782	20751			SO	DL72K961716	199607250018	NM		
A	FOUND NR 7 SLAT ACTUATOR CRACKED I/B BRACKET UPPER LOBE. REPAIRED PER ERA 303841-14.								
474DA	BOEING			STIFFENER	CRACKED	INSP/MAINT	0	OTHER	NONE
DALA	727232				LE SPAR	07/08/1996	0		
5720	20751			SO	DL72K961717	199607250018	NM		
A	FOUND 1 CRACK IN WING L/E SPAR STIFFENERS OF NR 2 O/B TRACK. REPAIRED PER M/M 57-20-21 PG 813.								
474DA	BOEING			LIGHT	INOPERATIVE	INSP/MAINT	0	NO TEST	NONE
DALA	727232				CABIN	07/18/1996	0		
3350	20751			SO	DL72K961728	199607250018	NM		
A	1L EMERGENCY LIGHT INOP. REPLACED LIGHT ASSEMBLY.								
474DA	BOEING			ANGLE	CRACKED	INSP/MAINT	0	OTHER	NONE
DALA	727232				NR 2 SLAT	07/08/1996	0		
5754	20751			SO	DL72K961733	199607250019	NM		
A	A .25 INCH CRACK EXTENDING FROM NR 2 SLAT O/B TRACK UPSTOP PAD IN COVE SKIN ATTACH ANGLE. INSTALLED DOUBLER PER M/M 57-54-0								
474DA	BOEING			WINDOW POST	CRACKED	INSP/MAINT	0	OTHER	NONE
DALA	727232				LT COCKPIT	07/19/1996	0		
5320	20751			SO	DL72K961761	199608020002	NM		
A	FOUND A CRACK IN THE LT SIDE F-N COCKPIT WINDOW POST. REPAIRED PER S/B 737-53-0086, REV 11 IN ACCORDANCE WITH A.D. 93-05-17 AND								
474DA	BOEING			BATTERY PACK	DISCHARGED	INSP/MAINT	0	NO TEST	NONE
DALA	727232			900835A	CABIN	08/06/1996	0		
3350	20751			SO	DL72K961854	199608220004	NM		
A	LT OVERWING EMERGENCY EXIT LIGHT SIGNS INOP. REPLACED BATTERY PACK, CKS NORMAL.								

Prepared by the Aviation Data Systems Branch / AFS - 620 **Format: SDR_G** afs620iw

Selection [c390]='474da'and [c15]<'1999'

Sort Criteria: [C5]

FEDERAL AVIATION ADMINISTRATION

Service Difficulty Report Data

N-NUMBER SEARCH 474DA

FOR THE PERIOD Jan 1, 1995 TO Dec 31, 1998

SORTED BY: CONTROL NUMBER

PREPARED DAVID STEADMAN

This Report Derives from Unverified Information Submitted By the Aviation Community without FAA review for

CONTROL

NNUM	ACFT MAKE	ENG MAKE	COMP MAKE	PART NAME	PART CONDITION	STAGE OPS	T TIME	NATURE CONDITION	PRECAUTION PROC
OPCD	ACFT MODEL	ENG MODEL	COMP MODEL	PART NUMBER	PART LOCATION	DIFF-DATE	TSO		
ATA	ACFT SERIAL	ENGINE SERIAL	COMP SERIAL	RECD PSL	OPER CONTROL NO	FAA REPORT NO.	REGION		
SUBMITTER	REMARKS								
474DA	BOEING	PWA		FUEL PUMP	FAILED	CLIMB	0	ENGINE FLAMEOUT	UNSCHED LANDING
DALA	727232	JT8D15			NR 3 ENGINE	08/16/1996	0	WARNING INDICATION	
7314	20751	700467		SO 27	DL72K961909	199608220038	NE		
A	NR 3 ENGINE LOST THRUST SHORTLY AFTER GEAR RETRACTION. THERE WERE NO ACCOMPANYING SOUNDS HEARD IN COCKPIT. ENGINE INSTRUMENTS INDICATED ENGINE FAILURE. NORMAL DESCENT, APPROACH AND LANDING. REPLACED FUEL PUMP, OPS CHECK NORMAL.								
474DA	BOEING			BATTERY PACK	DISCHARGED	INSP/MAINT	0	NO TEST	NONE
DALA	727232		900835A		CABIN	03/27/1997	0		
3350	20751			SO	DL72K970570	199704100022	NM		
A	OVERWING EMERGENCY HATCH LIGHT INOP. REPLACED BATT PACK.								
474DA	BOEING			BATTERY	DISCHARGED	INSP/MAINT	0	NO TEST	NONE
DALA	727232			S106	CABIN	05/30/1997	0		
3350	20751			SO	DL72K971050	199706050056	NM		
A	R1 EMERGENCY OVHD EXIT LIGHT INOP. REPLACED BATTERIES, OPS CHECK GOOD.								
474DA	BOEING			BATTERY	DISCHARGED	INSP/MAINT	0	NO TEST	NONE
DALA	727232			900835A	CABIN	05/30/1997	0		
3350	20751			SO	DL72K971051	199706050056	NM		
A	RIGHT OVERWING EMERGEMCY EXIT SIGNS INOP. REPLACED BATTERY PACK, CHECKS NORMAL.								
474DA	BOEING			BATTERY PACK	DISCHARGED	INSP/MAINT	0	NO TEST	NONE
DALA	727232		900542		CABIN	09/04/1997	0		
3350	20751			SO	DL72K971733	199709110052	NM		
A	LT FWD OVRWING EMERG LIGHT INOP. REPLACED BATT AND RACK\M654, OPS CHKS GOOD.								
474DA	BOEING			SKIN	CRACKED	INSP/MAINT	0	OTHER	NONE
DALA	727232				NR 2 ENG INLET	09/26/1997	0		
7160	20751			SO	DL72K971893	199710020039	NM		
A	FOUND DURING B-2 LETTER CHECK, SKIN CRACKED AT S-DUCT INLET 12 O'CLOCK POSITION 3.5 IN AFT OF LIP. INSTALLED REPAIR PER M/M								
474DA	BOEING			SKIN	DENTED	INSP/MAINT	0	OTHER	NONE
DALA	727232				LT ELEVATOR	09/26/1997	0		
5522	20751			SO	DL72K971894	199710020039	NM		
A	FOUND DURING B-2 LETTER CHECK, LT ELEV HAS DENT AT L/E FWD OF O/B END OF TAB. INSTALLED DOUBLER PER SRM 55-20-3 FIG 5.								

Prepared by the Aviation Data Systems Branch / AFS - 620 **Format: SDR_G** afs620iw

Selection [c390]='474da'and [c15]<'1999'

Sort Criteria: [C5]

Run Date: 29-Jan-2003

FEDERAL AVIATION ADMINISTRATION

Page: 5

Service Difficulty Report Data

N-NUMBER SEARCH 474DA

FOR THE PERIOD Jan 1, 1995 TO Dec 31, 1998

SORTED BY: CONTROL NUMBER

PREPARED DAVID STEADMAN

This Report Derives from Unverified Information Submitted By the Aviation Community without FAA review for

CONTROL

NNUM	ACFT MAKE	ENG MAKE	COMP MAKE	PART NAME	PART CONDITION	STAGE OPS	T TIME	NATURE CONDITION	PRECAUTION	PROC
OPCD	ACFT MODEL	ENG MODEL	COMP MODEL	PART NUMBER	PART LOCATION	DIFF-DATE	TSO			
ATA	ACFT SERIAL	ENGINE SERIAL	COMP SERIAL	RECD PSL	OPER CONTROL NO	FAA REPORT NO.	REGION			
SUBMITTER	REMARKS									

474DA	BOEING			SKIN	CRACKED	INSP/MAINT	0	OTHER	NONE	
DALA	727232				NR 7 LE SLAT	09/26/1997	0			
5754	20751			SO 27	DL72K971895	199710020039	NM			
A	A 2 INCH CRACK NR 7 SLAT COVE SKIN ATTACH ANGLE AT I/B UPSTOP PAD. REPAIRED PER M/M 57-54-0.									
474DA	BOEING			SKIN	CORROSION	INSP/MAINT	0	OTHER	NONE	
DALA	727232				BS 680	09/29/1997	0			
5330	20751			SO	DL72K971956	199710090014	NM			
A	THE SKIN JUST FWD OF THE BUTT SPLICE AT STA 680 WAS FOUND TO BE CORRODED AND WAS CUT OUT. THE RESULTING CUT OUT MEASURES 4.25 X 3. THIS CUT OUT IS 3 AWAY FROM AN EXISTING EXTERNAL REPAIR AT S-28R WHICH REPAIRS A 5 X 1 CUT OUT. BOTH REPAIRS WILL BE INCLUDED IN THE NEW REPAIR. MTC IS ACCOMPLISHING THE REPAIR IN B727 SRM 53-30-3 FIG 3A WITHOUT DEVIATION EXCEPT TO TIE IN BOTH REPAIRS. DUE TO CORROSION UNDERNEATH THE EXISTING REPAIR, S-28R WILL BE REPAIRED WITH AN SRM STRINGER SPLICE.									
474DA	BOEING			HYD LINE	LEAKING	DESCENT	0	FLUID LOSS	NONE	
DALA	727232	1701418CR01			B-HYD SYST	10/23/1997	0	WARNING INDICATION		
2910	20751			SO	DL72K972143	199710300027	NM			
A	AFTER TAKEOFF 'B' SYSTEM HYDRAULIC PRESSURE AND QTY WENT TO ZERO. HYDRAULIC SYSTEM LEAK OR LOSS AND B SYSTEM LEAK OR LOSS FOLLOW UP PROCEDURES ACCOMPLISHED. MAINTENANCE FOUND OUTBOARD B SYSTEM PUMP CASE DRAIN AND PRESSURE LINES CHAFFED AND LEAKING. REPLACED BOTH LINES. SEVICED HYD SYSTEM. LEAK CHECKS GOOD.									
474DA	BOEING			BATTERY	DISCHARGED	INSP/MAINT	0	NO TEST	NONE	
DALA	727232	900835A			LT WING	12/27/1997	0			
3350	20751	14378		SO	DL72K972733	199712310016	NM			
A	FWD LT WING OUTSIDE EMERG LIGHT INOP. REPLACED BATTERY, CKS OK.									

NUMBER OF RECORDS: 29

Prepared by the Aviation Data Systems Branch / AFS - 620

Format: SDR_G afs620iw

Selection [c390]='474da'and [c15]<'1999'

Sort Criteria: [C5]

APPENDIX C: EFFECTIVE SERVICE BULLETINS

S/B	AD NOTE	SUBJECT/CHANGE NO.	EI	DATE	HOURS	CYCLES
51-0016		ELECTRICAL BONDING JUMPER REMOVAL PRR23525	---			
51-0017	85-24-02	STRUCTURES - GENERAL - PROTECTIVE FINISHES - AIR CONDITIONING RAM AIR DUCT CORROSION INSPECTION AND PROTECTIVE FINISH APPLICATION PRR23508-4 PRR23690	20281-3	8/17/76		
53-0048		BALLAST PROVISIONS - STATION 178, 727-200 AIRPLANES	70690-3	4/13/97		
53-0055	99-18-05	BODY STATION 1183 BULKHEAD REINFORCEMENT PRR22098 PRR23120-5 PRR23120-9 PRR24772-R PRR24772-1R	40130	---		
53-0065		FUSELAGE - NOSE GEAR WHEEL WELL FORWARD BULKHEAD AND SIDE WALL REINFORCEMENT STRAP INSTALLATION PRR23120-2 PRR23120-6	60444	7/7/96	63127.2	54966
53-0086	93-05-17	FUSELAGE - CONTROL CABIN "F-N" WINDOW POST INSPECTION AND MODIFICATION PRR23120-21 PRR23120-35	65125-12	1/6/93		
53-0095		BS 1183 DUCT HOUSING FRAME, SKIN, UPPER TORQUE BOX INBOARD FITTING AND ADJACENT STRUCTURE FATIGUE IMPROVEMENT MODIFICATION PRR21465 PRR23120-34 PRR23120-37	53744-12	7/19/87		
53-0103		MLG UPLOCK SUPPORT FITTING INSPECTION AND REPLACEMENT PRR22497 PRR23998	20121	---		
53-0116		FUSELAGE - BODY STATION 870, STRINGER 18A JOINT INSPECTION, REPAIR, MODIFICATION, AND BODY FITTING REPLACEMENT PRR23645-19 PRR26600-60R PRR24683-R	38812	---		
53-0123		FUSELAGE - FIN REAR SPAR AND BODY BULKHEAD STATION 1342 CHORD REPLACEMENT PRR23732 FUSELAGE - FIN REAR SPAR AND BODY BULKHEAD STATION 1342 CHORD REPLACEMENT PRR23732	---	---		
53A0124	91-22-08	FUSELAGE - MAIN WHEEL WELL PRESSURE FLOOR INSPECTION AND REPAIR PRR23792	36994-3	11/16/79		
53-0129		FUSELAGE - VENTRAL STAIRWELL TORQUE BOX REINFORCEMENT AND REPAIR AT STAIR ACTUATOR FITTING PRR23833 PRR24744-R	61071-12	7/8/96	63127.2	54966
53-0131		B.S. 1352.46 CHAFING SKIN REPLACEMENT PRR23832	---	---		
53-0132		INSPECTION AND REINFORCEMENT OF FLOOR BEAM LOWER FLANGES AT BBL 0, B.S. 880 - 930 PRR23884	20267-12	11/16/79		
53-0134	77-13-15	INSPECTION AND REINFORCEMENT OF B.S. 910 FLOOR BEAM PRR23792	40537-12	11/16/79		
53-0136		FUSELAGE - FORWARD GALLEY DOORWAY REINFORCING DOUBLER INSPECTION AND REWORK	41177-12	9/12/77		
53-0138		B.S. 930 FRAME LOWER OUTBOARD FLANGE MODIFICATION PRR24241R	---	---		

S/B	AD NOTE	SUBJECT/CHANGE NO.	EI	DATE	HOURS	CYCLES
53-0139		BODY MOUNTED CENTER ENGINE INLET DUCT HOUSING ATTACH FITTING INSPECTION AND BUSHING INSTALLATION PRR24095 PRR23158-38 PRR23158-39 PRR23158-44	---	---		
53-0141		FUSELAGE - STRINGER 18A TO BODY STATION 940 JOINT INSPECTION AND MODIFICATION	60175	---		
53-0142		SEALING OF GROUND SERVICE AIR CONDITIONING DUCT PRR24180-1	42726-12	3/31/79		
53-0143		NOSE WHEEL WELL DRAG BRACE SUPPORT FITTING-TO-INTERCOSTAL FASTENER INSPECTION AND INSTALLATION	42758-12	8/2/78		
53-0144		FUSELAGE - LOWER BODY SKIN INSPECTION AND REPAIR BODY STATION 360 TO 481 PRR23835-1	59272	---		
53-0145	99-20-10	FUSELAGE - NOSE WHEEL WELL FORWARD BULKHEAD, SIDEWALL AND TOP PANEL REINFORCEMENT PRR24212	59270	---		
53-0146		B.S. 178 BULKHEAD WEB INSPECTION AND REPAIR	---	---		
53-0148		APPLICATION OF ANTI-STATIC FINISH ON THE NOSE RADOME	---	---		
53-0149	92-19-11	FUSELAGE - MAIN WHEEL WELL PRESSURE FLOOR INSPECTION, MODIFICATION AND REPAIR PRR24311	-12 -3	10/6/90 1/06/93		
53-0150		SKIN LAP FASTENER INSPECTIONS - B.S. 1069 AT STRINGER 14	20401-12	1/10/79		
53-0153	91-09-07	FUSELAGE - FORWARD ENTRY DOORWAY - FORWARD FRAME INSPECTION AND REINFORCEMENT PRR24400	45675-3	10/11/95	62036.9	53451
53-0155		STATION 1342 BULKHEAD-TO-SKIN RIVET INSPECTION AND REPLACEMENT	30033	---		
53-0156		KEEL BEAM HORIZONTAL WEB INSPECTION, REPAIR AND MODIFICATION	---	---		
53-0157		LOWER NOSE COMPARTMENT DRAINAGE IMPROVEMENT AND TRUNNION OPENING COVER INSTALLATION PRR24180-3 PRR24381	46506	---		
53-0159		FUSELAGE - AFT LOWER BODY BONDED SKIN PANEL INSPECTION, REPAIR, OR REPLACEMENT PRR23835-1	59269	---		
53-0162		FUSELAGE - BODY STATION 930 STRINGER 14 - UPPER FRAME INSPECTION, REPAIR AND MODIFICATION	52324	---		
53-0164		MAIN LANDING GEAR DOORWAY FRAME CLIP REPLACEMENT - STRINGER 18A/BODY STATION 940	---	---		
53-0165		FUSELAGE-BODY STATION 910.0 AND 913.5 FRAME INSPECTION, REPAIR AND MODIFICATION	59352	---		
53A0169	86-17-05	FUSELAGE - NUMBER 3 CARGO DOORWAY - FORWARD FRAME INSPECTION, REPAIR, AND MODIFICATION PRR24770-1R	52217-12 52217-3	12/4/84 7/5/93	--- 59181	--- 49442
53A0171	90-24-11	FUSELAGE - STATION 1183 PRESSURE BULKHEAD WEB, CRACK REPAIR AND PREVENTIVE MODIFICATION	20610-12 20610-12	7/2/86 3/2/88		
53-0172		FUSELAGE - BODY STATION 936 AND STRINGER 18A SKIN PANEL INSPECTION MODIFICATION AND REPAIR	---	---		
53-0175		FUSELAGE - STATION 1183 BULKHEAD, BUTTOCK LINE 8, VERTICAL BEAM AND WEB INSPECTION, MODIFICATION AND REPAIR	59275-3 59275-12	7/08/96		
53-0178		FUSELAGE - BODY STATION 1183 - STRINGER 3A TENSION BOLT REPLACEMENT	53744-12	7/19/87		
53-0179		FUSELAGE - KEEL BEAM LOWER CHORD INSPECTION, REPAIR, AND REPLACEMENT	60064	---		

S/B	AD NOTE	SUBJECT/CHANGE NO.	EI	DATE	HOURS	CYCLES
53-0180		FUSELAGE - NOSE LANDING GEAR TRUNNION SUPPORT FITTING CAP BOLT INSPECTION AND REPLACEMENT	57751-3	7/5/93	59181	49442
53-0181		FUSELAGE - BS 1183 VERTICAL BEAM BL 46.93 - INSPECTION, REPAIR AND MODIFICATION	58148	---		
53-0182		FUSELAGE - BODY STATION 1183 BULKHEAD, BUTTOCK LINE 26.83 VERTICAL BEAM INSPECTION, REPAIR AND MODIFICATION	58630-12	7/8/96	63127.2	54966
53-0184		FUSELAGE - BODY STATION 1183 AFT PRESSURE BULKHEAD REINFORCEMENT CHORD AT BODY STATION 1176.9 INSPECTION AND REPAIR	---	---		
53-0186		FUSELAGE - MAIN FRAME - FORWARD ENTRY DOORWAY FUSELAGE SKIN CRACK	59879-12	7/7/96	63127.2	54966
53-0188		FUSELAGE - FORWARD GALLEY DOOR CUTOUT INSPECTION, MODIFICATION AND REPAIR	58974-3	7/5/93	59181	49442
53-0189		FUSELAGE - BODY STATION 1342.4 BULKHEAD WEB INSPECTION, MODIFICATION AND REPAIR	---	---		
53-0191		FUSELAGE - BODY STATION 1183 BULKHEAD - LEFT BUTTOCK LINE 26.83 VERTICAL BEAM AT WATERLINE 238 INSPECTION, MODIFICATION AND REPAIR	59821-12	7/8/96	63127.2	54966
53-0193		FUSELAGE - NOSE RADOME - SEAL INSPECTION AND REPLACEMENT	---	---		
53A0195	92-12-03	FUSELAGE - AFT LOWER LOBE FRAMES BETWEEN BODYSTATIONS 950A AND 1166 INSPECTION AND REPAIR	59823-12	9/7/90 8/1/91	--- 53661.5	--- 45508
53A0195	92-12-03	FUSELAGE - AFT LOWER LOBE FRAMES BETWEEN BODYSTATIONS 950A AND 1166 INSPECTION AND REPAIR	59823-3	7/5/93	59181	49442
53-0197	94-02-04	FUSELAGE - MAIN FRAME - FRAMES AND BULKHEADS - INSPECTION, REPAIR, AND PREVENTIVE MODIFICATION AT BODY STATION 760.95, 783.95, 825.95, AND 848.95	61904-12 61904-3	12/11/91 12/7/94	--- 60992.4	--- 51964
53-0198		FUSELAGE - FORWARD ENTRY DOOR BODY SKIN HINGE CUTOUT INSPECTION, MODIFICATION AND REPAIR	60829-12	7/18/96	63128.2	54967
53A0199	91-07-11	FUSELAGE - NUMBER 2 CARGO DOORWAY FORWARD AND AFT FRAME CRACK INSPECTION, REPAIR AND MODIFICATION	61247-12	5/25/91 9/2/94		
53A0199	91-07-11	FUSELAGE - NUMBER 2 CARGO DOORWAY FORWARD AND AFT FRAME CRACK INSPECTION, REPAIR AND MODIFICATION	61247-3	7/5/93	59181	49442
53-0202		FUSELAGE - AFT PRESSURE BULKHEAD BODY STATION 1183 - BODY BUTTOCK LINE 17.8 VERTICAL BEAM INSPECTION, REPAIR AND MODIFICATION	61403-12	7/7/96	63127.2	54966
53A0203	91-09-09	FUSELAGE - FORWARD LOWER BODY SKIN CORROSION INSPECTION AND REPAIR	60371-3	7/8/96	63127.2	54966
53A0204	91-03-19	FUSELAGE - SKIN STRINGER 1 BODY STATIONS 1090 THROUGH 1110 CRACK INSPECTION AND REPAIR	60553-3	12/21/89		
53-0205		FUSELAGE - LONGITUDINAL LAP JOINT UPPER SKIN AT RIGHT STRINGER 14 INSPECTION AND REPAIR	64220	---		
53-0206		FUSELAGE - FRAMES AND BULKHEADS - CENTER ENGINE DUCT HOUSING ATTACHMENT ANGLE REPLACEMENT AT BODY STATION 1193, 1223, 1233, AND 1243	65886	---		
53-0207		FUSELAGE - TRAFFIC ALERT AND COLLISION SYSTEM AND AIR TRAFFIC CONTROL MODE 'S' TRANSPONDER ANTENNAS STRUCTURES CHANGES PRR24788R	59715-3	12/11/91	54620.3	46184
53-0208		FUSELAGE - KEEL BEAM LOWER CHORD CRACKS AT BODY STATION 870	64433	---		
53-0209		FUSELAGE - BS 360 AND BS 1183 CIRCUMFERENTIAL BUTT FRAME TENSION BOLT INSPECTION AND REPLACEMENT	---	---		
53-0210	99-18-05	FUSELAGE - AFT PRESSURE BULKHEAD STATION 1183, BUTTOCK LINE 17.8, VERTICAL BEAM INSPECTION AND REPAIR	73994	---		

S/B	AD NOTE	SUBJECT/CHANGE NO.	EI	DATE	HOURS	CYCLES
53-0211		FUSELAGE - STRINGER-TO-FRAME CRACKS IN CROWN FROM BODY STATION 740 TO 970 - INSPECTION, PREVENTIVE CHANGE AND REPAIR	---	---		
53-0213		FUSELAGE - BODY STATION 178 BULKHEAD WEB, INSPECTION REPAIR AND PREVENTIVE MODIFICATION	65459	---		
53-0214		FUSELAGE - STATION 1183 BULKHEAD WEB AT LEFT BUTTOCK LINE 8.0 - INSPECTION	59275-12 59275-3	7/7/96 7/8/96	63127.2	54966
53-0215		FUSELAGE - BODY STATION 1183 BULKHEAD WEB CRACKS AT RBL25 AND WL169 - INSPECTION, REPAIR AND PREVENTIVE CHANGE	---	---		
53-0217		FUSELAGE - LEFT SIDE OF BODY STATION 1183 PRESSURE BULKHEAD WEB, CRACK INSPECTION, REPAIR AND PREVENTIVE MODIFICATION	69150-12	7/7/96	63127.2	54966
53-0218		FUSELAGE - SKIN - GLOBAL POSITIONING SYSTEM (GPS) ANTENNA STRUCTURAL PROVISIONS	70315	---		
53A0219		FUSELAGE - NUMBER 1 CARGO DOOR CUTOUT - BSTA 560 AND 620 FRAME INSPECTION PRR24828-12	72157	---		
53A0222	99-04-22	FUSELAGE - CRACKS IN LOWER SKINS AT LAP JOINTS PRR24829-4	74176	---		
55-0040		ELEVATOR TABS MASS BALANCE WEIGHT MODIFICATION PRR22912 PRR24783R	---	---		
55-0057		STABILIZER HINGE BEARING REPLACEMENT PRR23627	30012	---		
55-0058		HORIZONTAL STABILIZER SLIDING SEAL INSTALLATION INSPECTION AND REWORK PRR95000E	20268	---		
55A0059	74-10-08	STABILIZERS - HORIZONTAL STABILIZER HINGE PIN INSPECTION AND MODIFICATION PRR23773	20244 36927-3	--- 8/17/76		
55-0061		ELEVATOR UPPER AND LOWER SKIN STIFFENER ATTACHMENT MODIFICATION AND REPAIR	37133-12	7/10/74		
55A0065	76-15-06	ELEVATOR BALANCE PANEL AFT HINGE INSPECTION BAYS NO. 2 AND NO. 5	20329	---		
55-0066		HORIZONTAL STABILIZER TRAILING EDGE BEAM FAIRING ATTACHMENT MODIFICATION	30014	---		
55-0070		FIN-TO-RUDDER FAIRING REPLACEMENT PRR24195 PRR24195-1	39382-3	11/16/76		
55-0071		STABILIZERS - VERTICAL STABILIZER (FIN) - FIN TENSION TIE RIB ATTACH POINT MODIFICATION PRR24244 PRR23158-77	42849-3	11/16/76		
55-0072		ELEVATOR HINGE SUPPORT RIB INSPECTION AND REPLACEMENT PRR24096	43625	---		
55-0075		STABILIZERS - FIN STRINGER TO RIB CHORD ATTACHMENT INSPECTION AND MODIFICATION	59253-12	7/08/96		
55-0076		STABILIZERS - FIN REAR SPAR AND TORQUE BOX CHORD INSPECTION, REPAIR AND MODIFICATION	46722	---		
55-0077		FIN REAR SPAR TERMINAL FITTING FASTENER HOLE MISMATCH	87363	---		
55-0079		VERTICAL FIN TRACK RIB SCUFF PLATE INSPECTION AND CORROSION PROTECTION	45850	---		
55-0081		HORIZONTAL STABILIZER CLOSURE RIB CHORD INSPECTION AND MODIFICATION PRR24361	30027	---		
55-0082		FIN SKIN INSPECTION, SHIMMING AND REPAIR	30019	---		
55-0084		FIN-TO-RUDDER SEAL SUPPORT INSPECTION AND REPLACEMENT PRR24717	---	---		
55-0086		STABILIZERS - HORIZONTAL STABILIZER - OUTER HINGE PIN REPLACEMENT	54822-3	3/02/88		
55-0087	87-24-03	STABILIZERS - ELEVATOR REAR SPAR INSPECTION, MODIFICATION AND REPAIR	30051	---		
55-0088		STABILIZERS - VERTICAL STABILIZER - REAR SPAR INSPECTION, REPAIR OR REPLACEMENT OF THE LOWER TERMINAL FITTING	---	---		
55-0089	96-06-05	STABILIZERS - ELEVATOR REAR SPAR INSPECTION, MODIFICATION AND REPAIR PRR24810-R	70183-12	7/07/96		

S/B	AD NOTE	SUBJECT/CHANGE NO.	EI	DATE	HOURS	CYCLES
55A0090	2001-22-12	STABILIZERS - HORIZONTAL STABILIZER - HINGE PIN INSPECTION AND CORROSION PREVENTION	85510			
55A0091		HORIZONTAL STABILIZER - TRAILING EDGE - RIBS - INSPECTION	---			
57-0106		WING SKIN FASTENER HOLE MODIFICATION AT BOOST PUMP HOUSING ATTACHMENT PRR21964				
57-0112		WINGS - RIB UPPER CHORD AT BL 70.5 - INSPECTION, MODIFICATION AND REPAIR PRR21964 PRR24813-R	58560-12 58560-3	9/11/91		
57-0117		WING INBOARD FLAP TRACK MODIFICATION PRR23346 PRR24125	42794-3	11/16/79		
57-0120	70-26-03	MLG SUPPORT BEAM REWORK	---			
57-0127	94-07-08	WINGS - WING RIBS - INSPECTION AND REPLACEMENT OF WING OUTBOARD RIBS PRR23475 PRR23934	59274-12 59274-12	8/01/91 12/11/91		
57-0130		WINGS - LEADING EDGE SLATS - ACTUATOR SUPPORT STRUCTURE - INSPECTION AND MODIFICATION	59271-12	7/18/96		
57-0133		MLG SUPPORT BEAM-TO-REAR SPAR ATTACH PIN REPLACEMENT PRR23725	37261-3	8/17/76		
57-0134		WINGS - LEADING EDGE - TRACK-TO-SLAT ATTACH BOLT REPLACEMENT PRR23707	20285	---		
57-0135		FOREFLAP ATTACHMENT INSPECTION AND ADJUSTMENT	74840			
57A0137	75-20-09	OUTBOARD AILERON TAB MAST INSPECTION AND REWORK PRR23916	20283 38761-12 38761-3	--- 3/28/75 8/17/76		
57-0138		WING LEADING EDGE SLAT END SEAL REPLACEMENT PRR23879	40171-3	11/16/79		
57-0140		WING CENTER SECTION FRONT SPAR LOWER CHORD INSPECTION AND CORROSION PREVENTION	41691-3	3/31/79		
57-0143		WING TRAILING EDGE FLAP TRACK ATTACHMENT INSPECTION AND MODIFICATION PRR24125	42353-3	11/16/79		
57-0144		WING T/E OUTBOARD FLAP CARRIAGE SUPPORT ATTACHMENT MODIFICATION PRR24162	---	---		
57-0146		WING CENTER SECTION FRONT SPAR WEB CORROSION PREVENTIVE MODIFICATION PRR24367	20404	---		
57A0147	79-10-05	OUTBOARD TRAILING EDGE FOREFLAP SEQUENCE CARRIAGE SLIDER INSPECTION AND REPLACEMENT PRR24171-2	20424	5/24/79		
57-0150		OUTBOARD FLAP CARRIAGE SUPPORT BLOCK REPLACEMENT PRR24392	---	---		
57-0152		WING OUTBOARD FOREFLAP END FITTING INSPECTION, MODIFICATION OR REPLACEMENT PRR24235	95998	---		
57-0153		WINGS - MAIN LANDING GEAR BEAM-TO- REAR SPAR SUPPORT FITTING INSPECTION AND MODIFICATION PRR24594 PRR24716R PRR24759R PRR24716-R PRR24759-R	44464	---		
57-0154		WING - MAIN LANDING GEAR BEAM SWING LINK - INSPECTION AND WASHER REPLACEMENT PRR24501	46923	---		
57-0155		INBOARD FLAP AND FLAP FAIRING PERFORMANCE IMPROVEMENT MODIFICATION PRR24525-4R PRR24723R PRR24694 PRR24751R	20505			
57-0156		INBOARD FLAP TRACK CENTER FAIRING HINGE RIB INSPECTION AND MODIFICATION PRR24382	47281-3	9/20/81		
57-0157		WING LOWER OUTBOARD TRAILING EDGE PANEL SEAL INSPECTION AND REPLACEMENT PRR24592	---			

S/B	AD NOTE	SUBJECT/CHANGE NO.	EI	DATE	HOURS	CYCLES
57-0158		WINGS - FLIGHT SURFACES - INBOARD SPOILER ACTUATOR SUPPORT FITTING MODIFICATION PRR24690	---	---		
57A0159		OUTER WING UPPER STRINGER INSPECTION, MODIFICATION AND REPAIR PRR24733	48895	---		
57-0160		WINGS - WING TRAILING EDGE - INBOARD MIDFLAP - REAR SPAR UPPER CHORD INSPECTION, MODIFICATION, AND REPAIR	58705	7/08/96	63127.2	54966
57-0162		WING LOWER TRAILING EDGE PANEL ATTACHMENT - MAIN LANDING GEAR BEAM PRR23942	---	---		
57-0163		MAIN LANDING GEAR BEAM TO MAIN LANDING GEAR SIDE STRUT INTERFERENCE PRR24548	54028-12 54028-3	1/22/86 7/28/86		
57-0165		INBOARD FLOREFLAP AND BODY ROLLER TRACK INSPECTION AND MODIFICATION PRR24727	---	---		
57-0166		LEADING EDGE SLAT LOWER STRINGER MODIFICATION	49530-3	7/8/96	63127.2	54966
57-0167		MAIN LANDING GEAR OUTBOARD SUPPORT FITTING INSPECTION AND REWORK	50901	7/18/84		
57-0168		WING TRAILING EDGE RIB INSPECTION AND MODIFICATION- WING BUTTOCK LINE 498.4	---	---		
57-0169		WING - OUTBOARD AILERON TAB HINGE FITTING INSPECTION AND MODIFICATION	---	---		
57-0170		WING - CENTER WING BOX INSPECTION, REPAIR AND CORROSION INHIBITOR APPLICATION	---	---		
57-0171		WINGS - FLIGHT SURFACES - LEADING EDGE SLAT DOWNSTOP MODIFICATION	59273-12	8/29/1996	63260.9	55152
57-0172	94-04-03	WINGS - FLIGHT SURFACES SLAT TRACK ROLLER BEARING BOLT INSPECTION AND MODIFICATION PRR24773-R PRR24773-R1	61119-12 61119-3	8/09/91	53661.5	45508
57-0172	94-04-03	WINGS - FLIGHT SURFACES SLAT TRACK ROLLER BEARING BOLT INSPECTION AND MODIFICATION PRR24773-R PRR24773-R1	61119-3	12/09/94	60992.4	51964
57-0176		WINGS - LEADING EDGE FLAPS - LEADING EDGE KRUEGER FLAP TORQUE TUBE AND HINGE LUG REPAIR	---			
57-0177	20000219	WINGS - FRONT SPAR - CENTER SECTION WEB INSPECTION, MODIFICATION AND REPAIR	59405-12	9/7/90 8/1/91	--- 53661.5	--- 45508
57-0178	90-07-05	WING - INBOARD TRAILING EDGE FLAPS INBOARD TRACK - TRACK INSPECTION, MODIFICATION, AND REPAIR	58662-12	12/21/89 5/06/98	--- 65765.9	--- 58617
57-0178	90-07-05	WING - INBOARD TRAILING EDGE FLAPS INBOARD TRACK - TRACK INSPECTION, MODIFICATION, AND REPAIR	58662-3	7/5/93	59181	49442
57A0179		WINGS - MAIN LANDING GEAR - FORWARD TRUNNION BEARING SUPPORT INSPECTION/REWORK	59768-12	6-06-89 7-12-97		
57-0180		WINGS - INBOARD TRAILING EDGE FLAPS, INBOARD TRACK #NAME? INSPECTION, MODIFICATION, AND REPAIR	58093-12	8/19/88		
57A0182	98-11-03	CENTER WING BOX - INSPECTION, REPAIR AND MODIFICATION OF REAR SPAR WEB BETWEEN RIGHT AND LEFT BBL 20	72440	---		

APPENDIX D: AD COMPLIANCE HISTORY FOR N474DA

The following pages are the record of compliance with Airworthiness Directive and FAR requirements for N474DA. The first report is for AD and FAR initial inspection or modification, the second report is for repetitive actions.

The reports list all AD's applicable to the Boeing 727. In addition, the reports list all 14 CFR 121 rules requiring action to an operating 727 (e.g. 14 CFR 121.356 mandating installation of a TCAS II system and the appropriate Mode S transponder). Many of the listed AD's and FAR's are not effective for N474DA, or have compliance times that were later than N474DA's retirement date. In these cases, the AD or FAR is listed, but there is no Completion Date.

FAR

Delta Air Lines Inc.
Aircraft Repetitive Actions - Aircraft 0474

10/15/02
11:38:04
PAGE: 1

AD-FAR	Rev	ED Nbr	Rev	Method	Limit	Ctrl	ACTL Line	Last Acmpl	Rem Time	I	Description
121.308A		04-50935-3		SVC CK	175	H	5	10-14-1998	141.7	H	LAVATORY SMOKE DETECTOR
121.309D		-		SVC CK	175	H	5	10-14-1998	141.7	H	EMERGENCY MEDICAL KIT
121.309F		-		SVC CK	175	H	5	10-14-1998	141.7	H	MEGAPHONE INSTALLATION
121.310C		-		SVC CK	175	H	5	10-14-1998	141.7	H	ESCAPE PATH LIGHTING SYSTEM
121.310L		-		SVC CK	175	H	5	10-14-1998	141.7	H	EMERG PORTABLE FLASHLIGHT
121.313		49311-3			456	D	2	9-26-7	25.0	D	PASSENGER CABIN COCKPIT KEY
121.314		59574-12		SVC CK	175	H	5	10-14-1998	141.7	H	CARGO COMPT LINER REPAIRS
121.337		-		SVC CK	175	H	5	10-14-1998	141.7	H	PBE INSTALLATION
74-00-09	2	04-67738-12	D	5810GAD	456	D	2	09-26-1997	25.0	D	LAV WASTE COMPT RECEPTACLE
74-00-09	2	04-67738-12	D	5875AD	2739	D	4	08-02-1993	792.0	D	LAV WASTE COMPT RECEPTACLE
74-00-09	2	04-67738-12	D	SVC CK	1050	H	5	04-09-1998	141.7	H	LAV WASTE COMPT RECEPTACLE
79-04-01	3	EIS6098		4026AD	1200	C	137	07-01-1998	554.0	C	LUBRICATE MLG UPLOCK SYSTEM
79-04-01	3	EIS6098		4027AD	3600	C	790	04-12-1997	492.0	C	MLG UPLOCK SYSTEM INSP/CK
79-04-01	3	EIS6098		7509AD	24000	H	934	07-05-1993	16747.1	H	MLG LOCKING SYSTEM COMP
79-04-01	3	EIS6098		7509AD	16500	C	935	07-05-1993	6445.0	C	LH MLG UPLOCK ASSY REPL
79-04-01	3	EIS6098		7609AD	24000	H	964	07-05-1993	16747.1	H	RH MLG UPLOCK ASSY REPL
79-04-01	3	EIS6098		7609AD	16500	C	965	07-05-1993	6445.0	C	RH MLG UPLOCK ASSY REPL
91-19-07		04-47814-12	G	6057AD	1550	H	16	12-05-1997	265.7	H	AIR FLOW MULTIPLIER CHECK
82-22-01		47656-3	F	5079AD	40000	C	27	7-05-3	7084.0	C	L/E SLAT ACTUATORS
85-24-02		04-37113-3	F	5781AD	1461	D	730	07-07-1996	584.0	D	RAM AIR PLENUM CHAMBER
85-24-02		04-37113-3	F	5781AD	8000	H	780	07-07-1996	4693.3	H	RAM AIR PLENUM CHAMBER
86-09-02	2	42-53795-12	T	4T213AD	9000	H	41	10-05-1998	0.0	H	COMBUSTION CHAMBER ISOTOPE
86-09-02	2	42-53795-12	T	4T213AD	6500	C	42	10-05-1998	0.0	H	COMBUSTION CHAMBER ISOTOPE
88-17-06		04-48895-12	G	4T129AD	22000	C	751	08-01-1993	947.0	C	OUTER WING UPR STR RIB
88-22-09	00	04-58983-12	C	6818AD	200	H	12	09-24-1998	84.4	H	TAKEOFF WARNING SYSTEM TEST
88-24-01		04-47857-3	C	4009AD	456	D	2	09-26-1997	25.0	D	LUBE MLG ACT BEAM SUPT LINKS
88-24-01		04-47857-3	C	SVC CK	350	H	5	02-05-1998	141.7	H	LUBE MLG ACT BEAM SUPT LINKS
89-23-17		59262-12	E	5329AD	3000	C	19	03-20-1998	1872.0	C	ENGINE 3 AFT MOUNT SUPT FTG
89-23-17		59262-12	F	5129AD	3000	C	18	03-20-1998	1872.0	C	ENGINE 1 AFT MOUNT SUPT FTG
90-02-16		59405-12	D	4T153AD	4500	C	60	10-09-1998	4433.0	C	WING FRNT SPAR CTR SECTION
90-02-19		70302-3	C	5533AD	2500	C	775	9-26-7	322.0	C	ACTUATOR ATTACH FITTINGS
90-02-19		70302-3	C	5633AD	2500	C	776	9-26-7	322.0	C	ACTUATOR ATTACH FITTINGS
90-03-18	00	04-60900-3	D	6818AD	200	H	12	09-24-1998	84.4	H	THROTTLE SWITCH T/O WARNING
90-06-09	00	04-59273-12	B	5541AD	3000	C	104	02-11-1998	1652.0	C	L/E SLAT DOWNSTOP MOD
90-06-09	00	04-59273-12	B	5641AD	3000	C	105	02-11-1998	1652.0	C	L/E SLAT DOWNSTOP MOD
90-07-05		58662-12	H	5098AD	547	D	75	12-15-7	196.0	D	INBD T/E FLAP TRACK
90-07-05		58662-12	H	5098AD	547	D	76	12-15-7	196.0	D	INBD T/E FLAP TRACK
90-07-05		58662-12	H	5098	3000	C	123	12-15-7	1311.0	C	INBD T/E FLAP TRACK
90-07-05		58662-12	H	5098	3000	C	124	12-15-7	1311.0	C	INBD T/E FLAP TRACK
90-12-11	1	04-61331-12	E	5877AD	365	D	70	09-23-1998	296.0	D	EVAC SLIDE LATCH CABLE
90-25-03		04-69078-12	D	5796AD	456	D	719	09-26-1997	25.0	D	AFT LAVATORY SERVICE PANEL
91-03-19	1	60553-12	H	4T178AD	547	D	725	9-26-7	116.0	D	UPR AFT FUSELAGE SKIN INSP
91-03-19	1	60553-12	H	4T178AD	3000	C	789	9-26-7	822.0	C	UPR AFT FUSELAGE SKIN INSP
93-05-17		35207-12	F	8706AD	3300	C	28	5-09-7	354.0	C	CTRL CABIN "F-N" WINDOW POST
94-02-04		04-61904-12	H	4T157AD	6000	C	772	05-09-1997	3054.0	C	FRAMES OVERWING EMERG EXIT
94-07-08		04-61071-12	A	5967AD	912	D	712	07-08-1996	36.0	D	VENTRAL STAIRS TORQUE BOX
94-07-08		04-61071-12	A	5967AD	6000	C	755	07-08-1996	1469.0	C	VENTRAL STAIRS TORQUE BOX
94-07-08		55122-12	D	50150AD	20000	H	108	7-08-6	16693.3	H	TRACK-TO-SLAT ATTACH BOLT
94-07-08		58705-12	D	50146AD	3000	C	760	9-26-7	822.0	C	I/B MIDFLAP REAR SPAR CHORD
94-07-08		59253-12	A	5957AD	10000	C	106	7-08-6	5469.0	C	FIN STRINGER TO RIB CHORD
94-07-08		59273-12	B	5541AD	3000	C	104	02-11-1998	1652.0	C	LEADING EDGE SLAT DOWNSTOP
94-07-08		59273-12	B	5641AD	3000	C	105	02-11-1998	1652.0	C	LEADING EDGE SLAT DOWNSTOP
94-23-10		04-69496-3	E	50103AD	4000	H	15	04-24-1997	1791.3	H	FWD/AFT LAVATORY DRAINS

FAR

Delta Air Lines Inc.
Aircraft AD/FAR Accomplishments - Aircraft 0474

AD-FAR	Rv	EONBR	Rv Rem	Service Bulletin STC	Rev	ACTL Line	Rem Time	I	Completed	FAC	DESCRIPTION
68-14-02			0			0	0.0		- -	NA	MLG DOWNLOCK TORQUE TUBE
68-15-01			0			0	0.0		- -	NA	HORIZONTAL STABILIZER REAR SPA
68-15-04			0			0	0.0		- -	NA	BATTERY CHARGER
68-17-01			0			0	0.0		- -		SUPERSEDED - SEE A.D. 88-24-01
69-03-02			0			0	0.0		- -	NA	RUDDER PEDAL ADJUSTMENT CRANK
69-04-01			0			0	0.0		- -	NA	BATTERY SWITCH GUARD
69-12-02			0			0	0.0		- -		APPLICABLE TO B727-100 AIRPLAN
69-15-05			0			0	0.0		- -		APPLICABLE TO B727-100 AIRPLAN
69-16-01			0			0	0.0		- -	NA	LOSS OF AC POWER
69-20-06			0			0	0.0		- -	NA	CIRCUIT BREAKER REPLACEMENT
69-25-01			0			0	0.0		- -	NA	GENERATOR CONTROL PANEL
69-25-02			0			0	0.0		- -	NA	GENERATOR CONTROL PANEL
69-25-03			0			0	0.0		- -	NA	ENGINE CONE BOLTS
70-15-15			0			0	0.0		- -		SUPERSEDED - SEE A.D. 86-18-03
70-22-04			0			0	0.0		- -	NA	WOOD ELECTRIC CIRCUIT BREAKERS
70-26-03			0			0	0.0		- -	NA	MLG TRUNNION SUPPORT BEAM INSP
71-05-04			0			0	0.0		- -		SUPERSEDED - SEE A.D. 72-25-03
71-09-04			0			0	0.0		- -	NA	MLG ACTUATOR BEAM END CLEVIS
71-26-01			0			0	0.0		- -	NA	MLG ACTUATOR BEAM SUPPORT LINK
72-12-01	00	04-39943-3	0			0	0.0		03-31-79		MLG DOWNLOCK TORQUE SHAFT REPL
74-08-09	00	04-36670-3	0			0	0.0		09-23-74		LAVATORY DOOR "NO SMOKING IN L
74-08-09	01	04-36670-3	0			0	0.0		09-23-74		LAVATORY DOOR "NO SMOKING IN L
74-08-09	02	04-36670-3	0			0	0.0		09-23-74		LAVATORY DOOR "NO SMOKING IN L
74-09-05	00	04-36939-3	0			0	0.0		06-21-74		O/W EMERGENCY EXITS
74-10-08	00	04-36927-3	0			0	0.0		08-17-76		HORIZONTAL STABILIZER HINGE PI
74-17-01	00					0	0.0		- -	NA	SARGENT INDUSTRIES SLIDES
74-18-09	00	04-36325-3	0			0	0.0		08-17-76		LANDING GEAR ACTUATOR FEEDER T
74-21-01			0			0	0.0		- -		SUPERSEDED - SEE A.D. 91-22-08
74-21-03	00	04-36747-3	0			0	0.0		11-22-74		FIRE CONTAINMENT FOR LAVATORY
74-23-03	00	04-37829-3	0			0	0.0		10-24-74		AIR CONDITIONING SYS AUTOMATIC
74-24-06	00	04-38172-3	0			0	0.0		12-14-74		MLG POSITION INDICATION CIRCUI
74-24-07	00					0	0.0		- -	NA	CHROMALLOY LOCATOR BEACON
74-24-10	00					0	0.0		- -	NA	BF GOODRICH WHEEL ASSY
75-05-01	00	04-38524-3	0			0	0.0		- -	NA	RPL DEFECTIVE ELEV & RUDDER CT
75-05-01	00	04-38657-12	0			0	0.0		- -	NA	INSP NON-CRITICAL FLT CTRL PUL
75-05-10	00	04-38519-3	0			0	0.0		06-13-75		ESCAPE SLIDE LATCH CABLE REPLA
75-08-10	00					0	0.0		- -		SUPERSEDED - SEE A.D. 75-20-09
75-08-17	00					0	0.0		- -	NA	FLIGHT DATA RECORDER
75-09-04	01		0			0	0.0		- -	NA	HORIZ STAB REAR SPAR CTR SECTI
75-20-09	00	04-38761-3	0			0	0.0		08-17-76		OUTBOARD AILERON TAB MAST FITT
76-05-02	00		0			0	0.0		- -	NA	SIDE FACING ATTENDANT SEAT
76-07-05		04-33956-3	J			0	0.0		03-31-79		MLG RELEASE MECHANISM
76-13-01	01					0	0.0		- -	NA	LOWER BODY SKIN CORROSION
76-15-06	00	04-40719-12	0			0	0.0		08-09-76		ELEVATOR BALANCE PNL AFT HINGE
76-17-07	00					0	0.0		- -		APPLICABLE TO 727-100 AIRPLANE
76-18-11	00					0	0.0		- -		APPLICABLE TO 727-100 AIRPLAN
76-22-08	00					0	0.0		- -		SUPERSEDED - SEE A.D. 87-02-05
77-02-02	00					0	0.0		- -	NA	STATIC SENSING HOLES
77-03-02	02	08315-14				0	0.0		11-04-79		FUEL FEED FWD HOSE RPL OPN 954
77-10-08	00					0	0.0		- -		SUPERSEDED - SEE A.D. 77-18-06
77-13-15	0	04-36994-3	0	727-53-0134		0	0.0		11-16-79		MAIN WHEEL WELL PRESS FLOOR
77-18-06	00		0	727-55-0069	00	0	0.0		- -	NA	H/S CTR SECTION FRONT SPAR
78-01-08	00		0	727-31-0030	00	0	0.0		- -	NA	AUTO SPEED BRAKES

SHEET	D-4	NO.	4-086382-20
TOTAL	D-13		
ISSUE DATE	1/30/03		

FAR

Delta Air Lines Inc.
Aircraft AD/FAR Accomplishments - Aircraft 0474

10/15/02
11:38:03
PAGE: 3

AD-FAR	Rv	EDNBR	Rv	Rem	Service Bulletin STC	Rev	ACTL Line	Rem Time	I	Completed	FAC	DESCRIPTION
78-11-07	00		0		727-55-0073	00	0	0.0		- -	NA	H/S JACKSCREW SUPPORT FTG
78-24-05	01				727-25-0247	00	0	0.0		- -		APPLICABLE TO 727-100 A/C
79-04-01	03	04-44901-3	A				0	0.0		08-19-88		MLG LOCK SYSTEM
79-04-01	03	04-44901-3	0				0	0.0		09-20-81		MLG LOCK SYSTEM
79-04-01	03	04-45298-3	A	L-1			0	0.0		09-20-81		MLG UPLOCK SYSTEM
79-04-01	03	04-45298-3	A	L-4			0	0.0		09-20-81		MLG UPLOCK SYSTEM
79-04-01	03	04-45298-3	A	R-1			0	0.0		09-20-81		MLG UPLOCK SYSTEM
79-04-01	03	04-45298-3	A	R-4			0	0.0		09-20-81		MLG UPLOCK SYSTEM
79-04-01	03	04-46543-3	B	ME02			0	0.0		09-20-81		MLG DOWNLOCK CRANK - REPL/INSP
79-05-02	00		0				0	0.0		- -		SUPERSEDED - SEE A.D. 79-10-05
79-09-01			0		727-24-0030		0	0.0		- -		APPLICABLE TO 727-100 A/C
79-10-05	00	04-44575-12	0		727-57-0147		0	0.0		05-24-79		O/B T/E FOREFLAP SEG CARRIAGE
79-11-02	00	04-44595-12	A		727-31-0044	01	0	0.0		- -	NA	TAKEOFF WARNING SYSTEM
79-20-06	00	04-44359-3	0				0	0.0		11-16-79		MLG SIDE STRUT INSPECTION
79-23-02	00		0		727-35-0018		0	0.0		- -	NA	PSU OXY MANIFOLD ORIFICE
80-01-05	01	04-45191-3	0				0	0.0		06-30-80		SEAT RESTRAINT ROTARY BUCKLE R
80-02-01	02	04-45236-12	E				0	0.0		NA- -		AFT AUXILIARY FUEL TANK SYSTEM
80-02-01	02	04-46477-3	0				0	0.0		NA- -		AUX FUEL TANK SYS TEST & FUEL
80-07-02	00	04-45716-12	0				0	0.0		03-05-80		ELEVATOR POWER CONTROL UNIT -
80-08-01	00	04-42421-3	0	AMOC			0	0.0		03-27-79		VENTRAL STAIRWELL LIGHT WEIGHT
80-08-10	01	NA	0				0	0.0		NA- -		MAIN CARGO DOOR CAM SUPPORT FT
80-14-04	00	04-46223-3	0				0	0.0		09-18-81		AIR CONDITIONING BAY WIRE BUND
80-22-12	02	04-45931-3	B	AMOC	727-31-0050		0	0.0		08-24-82		AURAL WARN SYS
80-22-12	02	04-45931-3	D	AMOC	727-31-0050		0	0.0		12-10-82		AURAL WARN SYS
81-02-09	00		0		727-52-0120		0	0.0		- -	NA	APPLICABLE TO 727-100 A/C
81-03-03	00						0	0.0		- -		BF GOODRICH BRAKE LINING
81-17-07	00		0				0	0.0		- -		SUPERSEDED - SEE A.D. 90-20-18
81-19-07	00	04-47814-12	0				0	0.0		09-24-81		AIR FLOW MULTIPLIER OVERHEAT P
81-20-04	01	04-47683-3	B				0	0.0		11-17-81		HAMILTON STANDARD CABIN PRESSU
82-08-09	00		0		727-53-0086	11	0	0.0		- -		SUPERSEDED - SEE A.D. 93-05-17
82-10-03	00	04-47657-3	0				0	0.0		08-26-82		GROUND SPOILER HYDRAULIC LINE
82-22-01	00	04-47656-3	0				0	0.0		10-01-83		LEADING EDGE SLAT ACTUATOR PIS
83-01-05	02	04-37836-3	0				0	0.0		09-25-75		ENGINE STARTER INDICATOR
83-02-08	00		0		727-53-0068		0	0.0		- -		SUPERSEDED - SEE A.D. 90-20-14
83-02-09	00		0		727-52-0079		0	0.0		- -	NA	APPLICABLE TO 727-100 A/C
83-03-01	01	04-45675-12	0				0	0.0		00-00-00		SUPERSEDED - SEE A.D. 91-09-07
83-04-01	00	206699-14	0				0	0.0		00-00-00		SEE A.D. 87-04-15
83-13-03	00		0				0	0.0		- -		SUPERSEDED - SEE A.D. 88-17-06
83-16-01	01	NA	0				0	0.0		NA- -		SUNDSTRAND COCKPIT VOICE RECOR
84-08-05	01	NA	0				0	0.0		NA- -		PERFORMANCE DATA COMPUTER FOR
84-21-04	00						0	0.0		- -		SUPERSEDED - SEE A.D. 86-17-05
84-21-05	00		0				0	0.0		- -	NA	SSID STRUCTURAL ELEMENTS
84-22-02	00	04-57713-3	B	LT			0	0.0		07-05-93		ELEVATOR REAR SPAR INSPECTION
84-22-02	00	04-57713-3	B	RT			0	0.0		07-05-93		ELEVATOR REAR SPAR INSPECTION
84-22-02	00	04-57713-3	F	L02			0	0.0		07-05-93		ELEVATOR REAR SPAR-MOD/REPAIR
84-22-02	00	04-57713-3	F	R02			0	0.0		07-05-93		ELEVATOR REAR SPAR-MOD/REPAIR
85-06-02	00	04-52681-3	0		BF GOODRICH 439/440		0	0.0		03-22-85		MLG WHEEL TIE BOLT NUT INSP
85-16-05	00	04-51305-3	0				0	0.0		07-18-84		LAVATORY FIRE PROTECTION
85-19-01	00		0				0	0.0		- -	NA	ROSEMOUNT ADA SENSORS 861
85-20-03	00		0		727-53-0173		0	0.0		- -	NA	STA 1183 PRESSURE BULKHEAD
85-24-02	00	04-37113-3	D	PT1			0	0.0		08-17-76		RA AIR PLENUM CHAMBER MOD
85-26-03	00						0	0.0		- -	NA	SCOTT OXYGEN MASK
86-02-06	01		0				0	0.0		- -		SUPERSEDED - SEE A.D. 90-24-11

AD-FAR	Rv	EDNBR	Rv	Rev	Service Bulletin STC	Rev	ACTL Line	Rev Time	I	Completed	FAC	DESCRIPTION
86-05-07	00		0				0	0.0		- -		SUPERSEDED - SEE A.D. 94-23-10
86-17-05	01	04-52217-12	0				0	0.0		12-04-84		NO. 3 CARGO DOORWAY - FWD FRAM
86-18-03	00		0		727-57-0103		0	0.0		- -		SUPERSEDED - SEE A.D. 90-20-02
86-19-03	00						0	0.0		- -	NA	HTL EXTINGUISHER
86-22-10	00						0	0.0		- -	NA	COLLINS DME-42
86-25-01	00						0	0.0		- -	NA	COLLINS NAV 51RV-4
87-02-05	01	04-44271-3	0	01			0	0.0		10-27-80		INSTALLATION OF HYDRAULIC "B"
87-02-05	01	04-44271-3	0	02			0	0.0		09-18-81		INSTALLATION OF HYDRAULIC "B"
87-04-15	00		0				0	0.0		- -	NA	WING REAR SPAR TERMINAL FTG
87-05-51	00		0				0	0.0		- -	NA	PLUMLY FLOOR LIGHTING
87-06-07	00						0	0.0		- -	NA	AFT SEAT TRACK FITTING
87-06-09	00	04-55841-12	0				0	0.0		02-23-87		CIRCUIT BREAKER
87-06-10	00	04-55777-3	0				0	0.0		02-27-88		SIDE STRUT DOWNLOCK BEARING AN
87-08-09	00	208397-14	0				0	0.0		05-12-87		TIRES - SVC WITH NITROGEN
87-22-06	00	04-44901-3	0	PT01			0	0.0		09-18-81		MLG DOOR, GROUND RELEASE LEVER
87-22-06	00	04-44901-3	0	PT03			0	0.0		06-19-88		MLG DOOR, GROUND RELEASE LEVER
87-24-03	00	04-57713-3	B	LT			0	0.0		07-05-93		ELEVATOR REAR SPAR INSPECTION
87-24-03	00	04-57713-3	B	RT			0	0.0		07-05-93		ELEVATOR REAR SPAR INSPECTION
87-24-03	00	04-57713-3	F	L02			0	0.0		07-05-93		ELEVATOR REAR SPAR-MOD/REPAIR
87-24-03	00	04-57713-3	F	R02			0	0.0		07-05-93		ELEVATOR REAR SPAR-MOD/REPAIR
88-01-02	00	04-46543-3	C				0	0.0		00-00-00		SEE AD 79-04-01 R3 FOR COMPLIA
88-17-06	00	04-48895-12	0				0	0.0		00-00-00		EO HAS BEEN ACCOMPLISHED BY OP
88-20-07	00	04-57555-3	0				0	0.0		10-21-90		MAIN GEAR DOOR ACTUATOR PIVOT
88-22-09	00	04-58983-12	0				0	0.0		11-12-88		TAKEOFF WARNING SYSTEM TEST
88-24-01	00	04-47857-3	0				0	0.0		06-15-90		MLG ACTUATOR BEAM SUPPORT LINK
88-24-12	00	04-58188-12	0		727-32-0353	01	0	0.0		09-15-95		MLG DOWNLOCK FWD PUSHROD BOLT
88-24-12	00	04-58188-3	0	LT			0	0.0		04-23-89		MLG DOWNLOCK FWD PUSHROD UPPER
88-24-12	00	04-58188-3	0	RT			0	0.0		04-23-89		MLG DOWNLOCK FWD PUSHROD UPPER
88-26-02	00		0				0	0.0		- -		SUPERSEDED - SEE A.D. 90-17-06
89-06-01	00	10-57509-12	0				0	0.0		04-20-89		SWITLIK LIFE VESTS
89-07-05	00	04-57320-12	B				0	0.0		01-16-98		AILERON PCU IDENTIFICATION
89-07-05	00	04-57320-3	A				0	0.0		02-15-90		AILERON - PCA - INSPECTION AND
89-14-51	00		0				0	0.0		- -		SUPERSEDED - SEE A.D. 89-20-04
89-15-06	00		0		727-53-0072		0	0.0		- -		SUPERSEDED - SEE A.D. 91-06-06
89-16-03	00	N/A	0				0	0.0		00-00-00		#8 MAIN CARGO DOOR LATCH SUPT
89-18-12	01		0				0	0.0		00-00-00		SUPERSEDED - SEE A.D. 91-10-02
89-20-04	00		0				0	0.0		- -	NA	LAP SPLICE STR 14
89-21-02	00	04-60292-12	0				0	0.0		10-20-89		ENGINE MOUNT - INSP OF CONE BO
89-23-13	00		0				0	0.0		- -		SUPERSEDED - SEE A.D. 91-09-09
89-23-17	00	04-59262-12	E				0	0.0		NA- -		INSP CRACKS IN ENG 1 & 3 AFT M
89-23-17	00	04-59262-12	0				0	0.0		06-06-89		ENG 1 & 3 AFT MOUNT SUPPORT FT
90-02-08	00	04-59844-3	0				0	0.0		05-18-90		LANDING GEAR SELECTOR CONTROL
90-02-10	00		0		727-53-0072		0	0.0		- -		SUPERSEDED - SEE A.D. 91-06-06
90-02-16	00	04-59405-12	C	AMDC			0	0.0		09-07-90		WEB INSP.- WING FRONT SPAR CTR
90-02-19	00	04-58066-3	0				0	0.0		01-27-89		MLG DOOR ACTUATOR FITTING
90-03-18	00	04-60900-3	B	PT 1			0	0.0		09-07-90		THROTTLE SWITCH ADJ.-T.O. WARN
90-03-18	00	04-60900-3	B	PT 2			0	0.0		09-07-90		THROTTLE SWITCH ADJ.-T.O. WARN
90-04-08	00		0				0	0.0		- -	NA	SKIN INSP S-14 THRU S-19
90-06-09		04-36994-3	0				0	0.0		11-16-79		MAIN WHEEL WELL PRESSURE FLOOR
90-06-09	00				727-0166	02	0	0.0		- -	NA	FWD ENTRY DOOR LWR SILL
90-06-09	00				727-52-0022		0	0.0		- -	NA	DOOR CUTOUT REVISION
90-06-09	00				727-52-0028		0	0.0		- -	NA	BODY DOOR STOP FITTING
90-06-09	00				727-52-0079		0	0.0		- -	NA	MAIN CARGO DOOR SKIN

FAR

Delta Air Lines Inc.
Aircraft AD/FAR Accomplishments - Aircraft 0474

AD-FAR	Rv	EONBR	Rv	Rev	Service Bulletin STC	Rev	ACTL Line	Rem Time	I	Completed	FAC	DESCRIPTION
90-06-09	00				727-52-0102		0	0.0	-	-	NA	FWD/AFT CARGO DOOR STOP
90-06-09	00				727-52-0109		0	0.0	-	-	NA	FWD/AFT CARGO DOOR STOP
90-06-09	00				727-52-0124		0	0.0	-	-	NA	MAIN CARGO DOOR CAM FITTING
90-06-09	00				727-52-0126		0	0.0	-	-	NA	AFT CARGO DOOR FRAME
90-06-09	00				727-53-0041		0	0.0	-	-	NA	STRINGER/BODY FRAME TIE
90-06-09	00				727-53-0045		0	0.0	-	-	NA	FWD/AFT CARGO DOOR FRAME
90-06-09	00				727-53-0054		0	0.0	-	-	NA	MID CABIN DOOR BODY SKIN
90-06-09	00				727-53-0059		0	0.0	-	-	NA	FWD LWR BODY FRAME ATTACH
90-06-09	00				727-53-0061		0	0.0	-	-	NA	STA 1183 VERT I BEAM
90-06-09	00				727-53-0062		0	0.0	-	-	NA	STA 740 BULKHEAD FORGING
90-06-09	00				727-53-0063		0	0.0	-	-	NA	GALLEY DOOR LWR THREASHOLD
90-06-09	00				727-53-0068		0	0.0	-	-	NA	FWD CARGO COMP SIDEWALL
90-06-09	00				727-53-0072		0	0.0	-	-	NA	BODY SKIN LAP JOINT
90-06-09	00				727-53-0080		0	0.0	-	-	NA	LBS259.5-303.9/RBS294.5 MOD
90-06-09	00				727-53-0082		0	0.0	-	-	NA	UPR BODY SKIN TEAR STRAPS
90-06-09	00				727-53-0084		0	0.0	-	-	NA	CIRCUMFERENTIAL DOUBLER
90-06-09	00				727-53-0085		0	0.0	-	-	NA	BODY SKIN DOUBLER/TRIPLER
90-06-09	00				727-53-0089		0	0.0	-	-	NA	STA 950 BULKHEAD WEB
90-06-09	00				727-53-0092		0	0.0	-	-	NA	FWD LWR BODY STA 277-720
90-06-09	00				727-53-0109		0	0.0	-	-	NA	BODY CROWN SKIN CIRCMF
90-06-09	00				727-53-0126		0	0.0	-	-	NA	BS950 BULKHEAD FTG
90-06-09	00				727-53-0128		0	0.0	-	-	NA	FWD LWR BODY CORROSION
90-06-09	00				727-53-0147		0	0.0	-	-		BS940 FLOOR BEAM
90-06-09	00				727-53-0163		0	0.0	-	-	NA	BS950 FTG @ WL 210
90-06-09	00				727-53-0168		0	0.0	-	-	NA	MID GALLEY DOORWAY SKIN
90-06-09	00				727-53-0173		0	0.0	-	-	NA	STA 1183 A/P/B VERT BEAM
90-06-09	00				727-53-0176		0	0.0	-	-	NA	SKIN PANEL BS 950C-1010
90-06-09	00				727-53-0187		0	0.0	-	-	NA	FWD CARGO DOOR AFT LWR CRNR
90-06-09	00				727-55-0048		0	0.0	-	-	NA	FIN FRONT SPAR FORGING
90-06-09	00				727-55-0056		0	0.0	-	-	NA	FIN UPR CLOSURE RIB FTGS
90-06-09	00				727-55-0060		0	0.0	-	-	NA	FIN FRONT SPAR TERM FTG
90-06-09	00				727-55-0062		0	0.0	-	-	NA	STAB CTR SECT R/S FTG
90-06-09	00				727-55-0069		0	0.0	-	-	NA	STAB CTR SECT F/S CLEVIS
90-06-09	00				727-55-0071	06	0	0.0	-	-	NA	FIN TENSION TIE RIB
90-06-09	00				727-55-0073		0	0.0	-	-	NA	STAB JACKSCREW SUPPORT FTG
90-06-09	00				727-57-0107		0	0.0	-	-	NA	WING CTR SECTION F/S WEB
90-06-09	00				727-57-0113		0	0.0	-	-	NA	WING CTR SECT UPR STIFFNER
90-06-09	00				727-5701033		0	0.0	-	-	NA	WING R/S TERMINAL FITTING
90-06-09	00	04-35207-3	A		727-53-0086	11	533	503.0	C	-	-	CONTROL CABIN F-W WINDOW POST
90-06-09	00	04-38430-3	D				0	0.0	C	08-17-76		#2 AND #7 SLAT TRACK ATTACH BO
90-06-09	00	04-38812-3	D				529	503.0	C	00-00-00		AGING AIRCRAFT MOD. - BULKHEAD
90-06-09	00	04-40130-3	B				531	503.0	C	-	-	AFT ENTRY DOORWAY, BS1183 BULK
90-06-09	00	04-40537-12	D				0	0.0	C	11-16-79		BS910 FLOOR BEAM INSPECTION
90-06-09	00	04-41177-12	D				0	0.0	C	09-12-77		DOUBLER INSP - FWD GALLEY DOOR
90-06-09	00	04-44698-3	N		727-53-0149		0	0.0	C	01-06-93		MAIN WHEEL WELL PRESSURE FLOOR
90-06-09	00	04-45675-3	D				0	0.0	C	10-11-95		FWD ENTRY DOORWAY FWD FRAME
90-06-09	00	04-52217-3	C				0	0.0	C	07-05-93		B.S. FRAME MOD.-NO.3 CARGO DR.
90-06-09	00	04-53744-3	A				523	503.0	C	-	-	FUSELAGE - BODY STATION TENSIO
90-06-09	00	04-54185-12	A	ME01			0	0.0	C	07-02-86		F.S. 1183 AFT PRESSURE BULKHEA
90-06-09	00	04-54185-12	A	ME02			0	0.0	C	02-26-88		WEB MOD - FUSELAGE STA 1183 AF
90-06-09	00	04-55122-3	C				516	503.0	C	00-00-00		SLAT TRACK TO SLAT ATTACH BOLT
90-06-09	00	04-57548-3	F	LT			0	0.0	C	06-15-90		MLG DRAG STRUT UPPER ATT. FUSE
90-06-09	00	04-57548-3	F	RT			0	0.0	C	06-15-90		MLG DRAG STRUT UPPER ATT. FUSE

FAR — Delta Air Lines Inc. — 10/15/02
Aircraft AD/FAR Accomplishments - Aircraft 0474 — 11:38:03
PAGE: 6

AD-FAR	Rv	EOMBR	Rv	Rem	Service Bulletin STC	Rev	ACTL Line	Rem Time	I	Completed	FAC	DESCRIPTION
90-06-09	00	04-58148-3	B				522	503.0	C	00-00-00		BS1183 BULKHEAD, VERTICAL BEAM
90-06-09	00	04-58560-3	B	LT			0	0.0	C	11-25-91		AGING A/C MOD.WING-B.L. 70.85
90-06-09	00	04-58560-3	B	RT			0	0.0	C	11-25-91		AGING A/C MOD.WING-B.L. 70.85
90-06-09	00	04-58630-3	B	LT			535	503.0	C	00-00-00		FUSELAGE-BS 1183 BULKHEAD, BL2
90-06-09	00	04-58630-3	B	RT			536	503.0	C	00-00-00		FUSELAGE-BS1183 BULKHEAD, BL 2
90-06-09	00	04-58662-3	F				0	0.0	C	07-05-93		TRACK MOD.-WING T.E.INBD FLAP
90-06-09	00	04-58974-3	0				0	0.0	C	07-05-93		FWD GALLEY DOOR CUTOUT MOD.
90-06-09	00	04-59268-3	0		727-52-0094	02	504	503.0	C	- -		ELECTRONIC EQUIPMENT COMPARTME
90-06-09	00	04-59269-3	C				0	0.0	C	07-05-93		REPLACEMENT OF SKIN PANELS
90-06-09	00	04-59270-3	A				508	503.0	C	00-00-00		NOSE WHEEL WELL FWD BLKHD PANE
90-06-09	00	04-59272-3	C				0	0.0	C	07-05-93		REPLACEMENT OF SKIN PANELS
90-06-09	00	04-59273-12	0				0	0.0	C	08-29-96		LEADING EDGE SLAT DOWNSTOP MOD
90-06-09	00	04-59273-3	A				530	503.0	C	00-00-00		LEADING EDGE SLAT DOWNSTOP MOD
90-06-09	00	04-59274-3	A	RT			541	503.0	C	00-00-00		AGING AIRCRAFT - OUTBOARD WING
90-06-09	00	04-59274-3	A	LT			546	503.0	C	00-00-00		AGING AIRCRAFT - OUTBOARD WING
90-06-09	00	04-59275-3	0	ME02			537	503.0	C	00-00-00		FS 1183 BLKHD BL 8, VERTICAL B
90-06-09	00	04-59432-3	B				518	503.0	C	00-00-00		NUMBER 3 CARGO DOOR STOP FITTI
90-06-09	00	04-60350-3	0				526	503.0	C	00-00-00		WING - UPPER STRINGER TO RIB F
90-06-09	00	04-60444-3	0				506	503.0	C	00-00-00		NOSE WHEEL WELL FWD BULKHEAD R
90-06-09	00	04-60762-3	A				0	0.0	C	07-05-93		MLG WHEEL WELL PRESSURE PANEL
90-06-09	00	04-60829-3	A	UPR	727-53-0198		1534	0.0	C	- -		FORWARD DOOR HINGE CUTOUT MOD
90-06-09	00	04-60829-3	A	LWR	727-53-0198		1535	0.0	C	- -		FORWARD ENTRY DOOR HINGE MODIF
90-06-09	00	04-60829-3	A	LWR	727-53-0198		1567	36.0	D	- -		FORWARD ENTRY DOOR HINGE MODIF
90-06-09	00	04-61119-3	B	LT	727-57-0172	03	0	0.0	D	08-01-91		SLAT TRACK ROLLER BEARING BOLT
90-06-09	00	04-61119-3	B	RT	727-57-0172	03	0	0.0	D	08-01-91		SLAT TRACK ROLLER BEARING BOLT
90-06-09	00	04-61119-3	J	LO2	727-57-0172	03	0	0.0	D	12-02-94		SLAT TRACK ROLLER BEARING BOLT
90-06-09	00	04-61119-3	J	RO2	727-57-0172	03	0	0.0	D	12-02-94		SLAT TRACK ROLLER BEARING BOLT
90-06-09	00	04-61537-3	G	ME02	727-53-0149		0	0.0	D	03-04-91		MAIN WHEEL WELL PRESS FLOOR
90-06-09	00	04-61537-3	0	ME01	727-53-0149		0	0.0	D	07-05-93		MAIN WHEEL WELL PRESS FLOOR
90-06-09	00	302710-14AD	0				0	0.0	D	00-00-00		NOSE WHEEL WELL RH SIDE WALL
90-06-09	00	303892-14	0				0	0.0	D	07-19-96		CTRL CABIN F-N WINDOW POST CRA
90-06-16	00		0		727-53-0195		0	0.0	D	- -		SUPERSEDED - SEE A.D. 92-12-03
90-07-05	00	04-58662-12	C	LT01			0	0.0	D	12-21-89		INBOARD TRAILING EDGE FLAP INB
90-07-05	00	04-58662-12	C	LT02			0	0.0	D	12-21-89		INBOARD TRAILING EDGE FLAP INB
90-07-05	00	04-58662-12	C	RT01			0	0.0	D	12-21-89		INBOARD TRAILING EDGE FLAP INB
90-07-05	00	04-58662-12	C	RT02			0	0.0	D	12-21-89		INBOARD TRAILING EDGE FLAP INB
90-07-05	00	04-58662-12	K	ME03			0	0.0	D	05-06-98		INBOARD TRAILING EDGE FLAP INB
90-07-05	00	04-58662-3	F				0	0.0	D	07-05-93		TRACK MOD.-WING T.E.INBD FLAP
90-07-05	00	300911-14AD	B				0	0.0	D	00-00-00		T/E FLAPS I/B / I/B TRACK FTG
90-11-53	00		0				0	0.0	D	- -		SUPERSEDED - SEE A.D. 90-15-12
90-12-11	01	04-61331-12	0				0	0.0	D	07-06-90		EVACUATION SLIDE LATCH CABLE I
90-15-12	00						0	0.0	D	- -	NA	CONE BOLT THRU BOLT NUT
90-17-06	00				727-53-0149		0	0.0	D	- -		SUPERSEDED - SEE A.D. 92-19-11
90-18-02	00	04-61119-12	D				0	0.0	D	08-01-91		SLAT TRACK ROLLER BEARING BOLT
90-20-02	00				727-57-0107	06	0	0.0	D	- -	NA	WING FRONT SPAR WEB
90-20-08	00				727-53-0085	03	0	0.0	D	- -		SUPERSEDED - SEE A.D. 92-19-10
90-20-14	00		0		727-53-0068	04	0	0.0	D	- -		APPLICABLE TO B727-100 A/C
90-20-18	00		0		727-53-0082	05	0	0.0	D	- -	NA	SKIN DELAMINATION
90-21-10	00				727-53-0109	03	0	0.0	D	- -	NA	APPLICABLE TO B727-100 A/C
90-21-19	00						0	0.0	D	- -	NA	MAIN CARGO DOOR
90-24-11	00	04-54185-12	A	ME01			0	0.0	D	07-02-86		F.S. 1183 AFT PRESSURE BULKHEA
90-24-11	00	04-54185-12	A	ME02			0	0.0	D	02-26-88		F.S.1183 AFT PRESSURE BULKHEAD
90-24-11	00	04-61387-12	B				0	0.0	D	08-01-91		AFT PRESS. BLKHD-INSP. BLIND F

FAR

Delta Air Lines Inc.
Aircraft AD/FAR Accomplishments - Aircraft 0474

AD-FAR	Rv	EDNBR	Rv	Rem	Service Bulletin STC	Rev	ACTL Line	Rem Time	I	Completed	FAC	DESCRIPTION
90-24-11	00	04-61387-12	C	PT 4			0	0.0	D	01-06-93		AFT PRESSURE BLKHD INSP/CRACKS
90-25-03	00	04-43794-3	0		727-57-0146	01	0	0.0	D	10-02-83		WING CTR SECTION FRONT SPAR
90-25-03	00	04-46506-3	A				0	0.0	D	10-02-83		LOWER NOSE COMPARTMENT DRAINAG
90-25-03	00	04-69017-12	B				0	0.0	D	12-02-94		MLG HORZ WALKWAY CORROSION INS
90-25-03	00	04-69078-12	0	ME01			0	0.0	D	06-24-95		AFT LAVATORY SERVICE PAN CORRO
90-25-03	00	04-69078-3	0				576	792.0	D	00-00-00		FUSELAGE - AFT LAVATORY SERVIC
90-26-09	00				727-53-0084	04	0	0.0	D	- -	NA	CIRCUMFERENTIAL BODY JOINTS
91-03-09	00	04-47524-3	0				0	0.0	D	08-27-82		LIFE RAFT STOWAGE COMPARTMENTS
91-03-19	01	04-60553-12	0				0	0.0	D	12-21-89		UPR AFT FUSELAGE STA 1090 THRU
91-06-06	00				727-53-0072	05	0	0.0	D	- -	NA	FUSELAGE LAP SPLICES
91-07-11	00	04-61247-12	D	PT 1			0	0.0	D	05-25-91		NO.2 CARGO DR OPENING FWD/AFT
91-07-11	00	04-61247-12	F	ME03			0	0.0	D	09-02-94		NO. 2 CARGO DOOR OPENING AFT F
91-07-11	00	04-61247-12	F	ME03			0	0.0	D	09-02-94		NO. 2 CARGO DOOR OPENING FORWA
91-07-11	00	04-61247-12	F	ME03			787	16945.0	C	00-00-00		NO. 2 CARGO DOOR OPENING FORWA
91-07-11	00	04-61247-12	F	ME03			788	16945.0	C	00-00-00		NO. 2 CARGO DOOR OPENING FORWA
91-07-11	00	04-61247-3	E	A-1	727-53-0199	01	0	0.0	C	07-15-93		NO. 2 CARGO DOOR OPENING
91-07-11	00	04-61247-3	E	A-2	727-53-0199	01	0	0.0	C	07-15-93		NO. 2 CARGO DOOR OPENING
91-07-11	00	04-61247-3	E	F-1	727-53-0199	01	0	0.0	C	07-15-93		NO. 2 CARGO DOOR OPENING
91-07-11	00	04-61247-3	E	F-2	727-53-0199	01	0	0.0	C	07-15-93		NO. 2 CARGO DOOR OPENING
91-09-03	00	04-60541-12	H		727-32-0340	03	0	0.0	C	09-05-90		INBOARD FLAP, INBOARD TRACK
91-09-03	00	231290-14	C				0	0.0	C	00-00-00		L/H WING, INB'D FLAP TRACK
91-09-05	00				727-23-0052		0	0.0	C	- -	NA	CREW CALL HORN ELECTRIC C/B
91-09-06	00				727-28-0067	04	0	0.0	C	- -	NA	AUXILIARY FUEL TANK VALVES
91-09-07	00	04-45675-3	0				0	0.0	C	10-11-95		FWD ENTRY DOORWAY FWD FRAME
91-09-09	00	04-60371-12	0				0	0.0	C	11-20-89		FUSELAGE STA 700 TO 720 FWD LW
91-09-09	00	04-60371-3	B				0	0.0	C	07-08-96		FUSELAGE-FWD LWR BODY SKIN COR
91-09-09	00	257218-14	0				0	0.0	C	00-00-00		FS720 & S28L CORROSION TO SKIN
91-10-02	00	NA	0				0	0.0	C	NA- -		MAIN DECK CLASS B CARGO COMPT
91-15-14	00				727-32-0383		0	0.0	C	- -		SUPERSEDED - SEE A.D. 93-01-14
91-15-15	00	04-62390-3	A				0	0.0	C	04-10-91		PBE MODIFICATION
91-15-21	00				727-28-0110	01	0	0.0	C	- -	NA	AUXILIARY FUEL TANK
91-18-07	00						0	0.0	C	- -		SUPERSEDED - SEE A.D. 92-12-08
91-22-04	00						0	0.0	C	- -	NA	MAIN DECK CARGO DOOR
91-22-08	00	04-36994-3	0				0	0.0	C	11-16-79		MAIN WHEEL WELL PRESSURE FLOOR
91-22-08	00	04-60762-12	A				0	0.0	C	01-07-92		MLG WHEEL WELL PRESSURE FLOOR
91-22-08	00	04-60762-3	B				0	0.0	C	07-05-93		MLG WHEEL WELL PRESSURE PANEL
91-22-08	00	04-61536-12	C				0	0.0	C	10-06-90		MAIN WHEEL WELL PRESSURE FLOOR
91-24-11	01				727-53-0194		0	0.0	C	- -	NA	BS870 FUSELAGE FRAME FTG
92-02-03	00						0	0.0	C	- -	NA	MAIN DECK CARGO DOOR
92-06-14	00				727-53-0196		0	0.0	C	- -	NA	BS950 SIDE FITTING
92-10-05	00	42-61132-12	L				0	0.0	C	00-00-00		SUPERSEDED - SEE A.D. 94-20-08
92-12-03	00	04-59823-12	E				0	0.0	C	09-07-90		FRAME INSP.-FUSELAGE,AFT LWR L
92-12-03	00	04-59823-3	F	ME01			0	0.0	C	07-05-93		AFT FUSELAGE LOWER LOBE FRAME
92-12-03	00	04-59823-3	F	ME02			0	0.0	C	07-05-93		AFT FUSELAGE LOWER LOBE FRAME
92-12-08	00	04-61996-3	0				0	0.0	C	04-01-92		MLG BRAKE WEAR PIN LIMITSPART
92-12-08	00	04-61996-3	0	106			0	0.0	C	05-07-92		MLG BRAKE WEAR PIN LIMITS
92-19-10	00				727-53-0085		0	0.0	C	- -	NA	APPLICABLE TO B727-100 A/C
92-19-11	00	04-44698-3	N	PT 3			0	0.0	C	01-06-93		MAIN WHEEL WELL PRESSURE FLOOR
92-19-11	00	04-44698-3	0	PT 1			0	0.0	C	09-21-83		MAIN WHEEL PRESSURE FLOOR MOD
92-19-11	00	04-61536-12	C				0	0.0	C	10-06-90		MAIN WHEEL WELL PRESSURE FLOOR
92-19-11	00	04-61537-3	G	PT 2			0	0.0	C	03-04-91		MAIN WHEEL WELL PRESS. FLOOR M
92-19-11	00	04-61537-3	G	PT 1			0	0.0	C	07-05-93		MAIN WHEEL WELL PRESS. FLOOR M
93-01-14	00	04-62284-3	D	PT 1			0	0.0	C	01-17-92		ATTACH BOLT,ACTUATOR FTG, MLG

FAR — Delta Air Lines Inc. — 10/15/02
Aircraft AD/FAR Accomplishments - Aircraft 0474 — 11:38:03
PAGE: 8

AD-FAR	Rv	EDMBR	Rv	Rev	Service Bulletin STC	Rev	ACTL Line	Rev Time	I	Completed	FAC	DESCRIPTION
93-01-14	00	04-62284-3	D	PT 2			0	0.0	C	07-17-92		ATTACH BOLT,ACTUATOR FTG, MLG
93-02-08	00	04-66830-2					0	0.0	C	- -	NA	BRAKE WEAR LIMITS
93-05-17	00	04-35207-12	F				0	0.0	C	00-00-00		CTRL CABIN "F-N" WINDOW POST I
93-05-17	00	04-35207-3	A		727-53-0086		533	503.0	C	- -		CONTROL CABIN F-N WINDOW POST
93-05-17	00	04-65125-12	A				0	0.0	C	01-06-93		COCKPIT F-N WINDOW POST DOUBLE
93-05-17	00	303892-14	0				0	0.0	C	07-19-96		CTRL CABIN F-N WINDOW POST CRA
93-07-15	00	NA	0				0	0.0	C	NA- -		MAIN DECK CLASS B CARGO COMPT
93-14-12	00	04-67823-12	A				0	0.0	C	12-20-93		PBE NECK SEAL RECALL
94-01-05	00	10-68458-3	0				0	0.0	C	00-00-00		TCAS II PROCESSOR - SEE SHOP R
94-02-04	00	04-61904-12	H	ME01			0	0.0	C	11-25-91		OVER WING EMERGENCY EXIT FRAME
94-02-04	00	04-61904-12	H	ME03			0	0.0	C	12-02-94		OVER WING EMERGENCY EXIT FRAME
94-02-04	00	04-61904-12	H	ME02			0	0.0	C	11-25-91		OVER WING EMERGENCY EXIT FRAME
94-02-04	00	04-61904-12	J	ME04			509	319.0	C	- -		OVER WING EMERGENCY EXIT INSP/
94-02-04	00	04-61904-3	A	LT			0	0.0	C	12-02-94		FSLG FRAME FS 761 AND FS 784-W
94-02-04	00	04-61904-3	A	RT			0	0.0	C	00-00-00		FSLG FRAME FS 761 AND FS 784-W
94-04-03	00	04-61119-3	J	ME02			0	0.0	C	12-02-94		SLAT TRACK ROLLER BEARING BOLT
94-04-03	00	04-61119-3	J	ME01			0	0.0	C	08-01-91		MOD.-SLAT TRACK ROLLER BEARING
94-05-04	00				727-53-0089		0	0.0	C	- -	NA	BS950 BULKHEAD WEB
94-05-04	00				727-53-0200		0	0.0	C	- -	NA	LWR SKIN LAP JOINT
94-05-04	00	04-59271-3	A				503	503.0	C	00-00-00		WING, FIXED L/E SLAT ACTUATOR
94-05-04	00	04-59405-3	B				553	503.0	C	00-00-00		WING CTR SEC.-- MOD FOR CRACKS
94-05-04	00	04-59879-3	A				545	503.0	C	00-00-00		SKIN AT FORWARD ENTRY DOORWAY
94-05-04	00	04-60371-3	B				0	0.0	C	07-08-96		FUSELAGE STA 700 TO 720 FWD LW
94-05-04	00	04-60541-12	H				0	0.0	C	09-05-90		TRACK INSP.-INBD FLAP
94-05-04	00	04-60541-12	0		727-32-0340		563	503.0	C	- -		MLG DOOR HINGE AT FLAT TRACK
94-05-04	00	04-60553-12	0		727-53-0204	02	0	0.0	C	12-21-89		UPPER AFT FUSELAGE SKIN
94-05-04	00	04-60553-3	A				539	503.0	C	00-00-00		FSLG SKIN AT STRGR 1 BTWN BS 1
94-05-04	00	04-61403-3	A				551	503.0	C	00-00-00		AFT PRESS BLKLH BS1183--BL 17.
94-07-08	00				727-32-0384		0	0.0	C	- -	NA	MLG DOOR ACTUATOR ROD ARM FTG
94-07-08	00				727-53-0041		0	0.0	C	- -	NA	STR TO FRAME TIE CLIPS
94-07-08	00				727-53-0080		0	0.0	C	- -	NA	STR RPLC LBS 259.5-303.9
94-07-08	00				727-53-0089		0	0.0	C	- -	NA	BS 950 BULKHEAD WEB
94-07-08	00				727-53-0118		0	0.0	C	- -	NA	BS 940 MLG BEAM SUPPORT FTG
94-07-08	00				727-53-0183		0	0.0	C	- -	NA	SECTION 41 SKIN
94-07-08	00				727-53-0190		0	0.0	C	- -	NA	BS940 FRAME FLOOR BEAM
94-07-08	00				727-54-0011		0	0.0	C	- -	NA	CTR ENG INLET DUCT
94-07-08	00				727-55-0060		0	0.0	C	- -	NA	FIN F/S TERMINAL FITTING
94-07-08	00	04-46722-12	0				544	3556.0	C	00-00-00		STAB, FIN REAR SPAR AND TORQUE
94-07-08	00	04-55122-12	D				0	0.0	C	07-08-96		SLAT TRACK TO SLAT ATTACH BOLT
94-07-08	00	04-58560-12	C				0	0.0	C	11-25-91		RIB UPPER CHORD AT BL 70.85 IN
94-07-08	00	04-58705-12	C				0	0.0	C	07-08-96		WING T/E INBD MIDFLAP REAR SPA
94-07-08	00	04-59253-12	A				0	0.0	C	07-08-96		FIN STRINGER TO RIB CHORD ATTA
94-07-08	00	04-59253-3	A				1594	792.0	D	00-00-00		FIN STRINGER TO RIB CHORD ATTA
94-07-08	00	04-59273-12	0				0	0.0	D	08-29-96		LEADING EDGE SLAT DOWNSTOP MOD
94-07-08	00	04-59274-12	D	LT			0	0.0	D	11-25-91		HYDROPRESSED RIB INSP.
94-07-08	00	04-59274-12	D	RT			0	0.0	D	11-25-91		HYDROPRESSED RIB INSP.
94-07-08	00	04-61071-12	0				0	0.0	D	07-08-96		FUSELAGE-VENTRAL STAIRS TORQUE
94-07-08	00	302708-14AD	0				0	0.0	D	11-02-95		TORQUE BOX STA 1263 TRANSVERSE
94-23-10	00	04-69496-3	A	ME01			0	0.0	D	03-11-95		WASTE DRAIN SYSTEM, BLUE ICE P
94-23-10	00	04-69496-3	C	456			0	0.0	D	05-09-97		WASTE DRAIN SYSTEM, BLUE ICE P
94-23-10	00	04-69496-3	C	ME08			0	0.0	D	05-09-97		WASTE DRAIN SYSTEM, BLUE ICE P
95-04-01	00	301316-14AD	0				0	0.0	D	03-10-95		AFM LIMITATIONS SECTION SUPERS
95-15-06	00	04-69715-3	0	1			0	0.0	D	10-23-95		FUEL DIST. SHUTOFF & CROSSFEED

FAR

Delta Air Lines Inc.
Aircraft AD/FAR Accomplishments - Aircraft 0474

AD-FAR	Rv	EDNBR	Rv	Rem	Service Bulletin STC	Rev	ACTL Line	Rem Time	I	Completed	FAC	DESCRIPTION
95-15-06	00	04-69715-3	0	2			0	0.0	D	10-20-95		FUEL DIST. SHUTOFF & CROSSFEED
95-15-06	00	04-69715-3	0	3			0	0.0	D	10-23-95		FUEL DIST. SHUTOFF & CROSSFEED
95-19-08	00						0	0.0	D	- -	NA	1/3 ENGINE NOSE COWL HARDWARE
95-22-01	00						0	0.0	D	- -	NA	AEROSPACE CABIN LIGHTING
95-26-15	00	357041-14	0				0	0.0	D	01-02-96		TRAFFIC ALERT & COLLISION AVOI
96-02-06		04-70814-3	A				0	0.0	D	08-22-98		REPLACE WINDSHEAR COMPUTER
96-02-06	00	301316-14AD	0				0	0.0	D	03-10-95		HONEYWELL WINDSHEAR COMPUTER A
96-06-05	00	04-70183-12	0				0	0.0	D	07-07-96		ELEVATOR REAR SPAR INSPECTION
96-06-05	00	04-70996-12	0				0	0.0	D	04-16-96		STABILIZER, ELEVATORS INSPECTI
96-16-08	00						0	0.0	D	- -	NA	MAIN DECK CARGO DOOR
96-25-15	00						0	0.0	D	- -	NA	HONEYWELL - WINDSHEAR
97-02-09	00	04-58066-12	A		727-32-0364	01	0	0.0	D	04-18-88		MLG INBD DOOR ASSY ACTUATOR
97-02-09	00	04-70302-3	B	ME05	727-32-0399		0	0.0	D	05-09-97		MLG DOOR ACTUATOR RIB FTG
97-02-09	00	04-70302-3	B	ME04	727-32-0399		0	0.0	D	05-09-97		MLG DOOR ACTUATOR RIB FTG
97-02-09	00	04-70302-3	B	ME06	727-32-0399		0	0.0	D	05-09-97		MLG DOOR ACTUATOR RIB FTG
97-02-09	00	04-70302-3	0	ME01	727-32-0399		0	0.0	D	07-18-96		MLG DOOR ACTUATOR RIB FTG
97-02-09	00	04-70302-3	0	ME02	727-32-0399		0	0.0	D	07-18-96		MLG DOOR ACTUATOR RIB FTG
97-03-04	00	04-61963-12	D				0	0.0	D	NA- -		AUXILIARY FUEL TANK NOT INSTAL
97-03-04	00	04-72503-12					0	0.0	D	NA- -		CENTER WING BOX FUEL CAP INSPE
97-05-08	00	04-71148-3	A	ME01			0	0.0	D	03-25-97		FWD SUPPORT FTG FOR 1 & 3 ENGI
97-05-08	00	04-71148-3	A	ME01			0	0.0	D	03-25-97		FWD SUPPORT FTG FOR 1 & 3 ENGI
97-05-08	00	04-71148-3	0	ME02			578	99.0	D	00-00-00		FWD SUPPORT FTG FOR 1 & 3 ENGI
97-23-02	00	NA					0	0.0	D	NA- -		A.D. APPLICABLE TO 727-100 SER
97-25-15	00	04-72440-12	A	ME01			0	0.0	D	08-18-97		INSPECTION OF REAR SPAR WEB
97-25-15	00	04-72440-12	A	ME02			555	1373.0	C	- -		REAR SPAR WEB INSPECTION
97-25-15	00	04-72440-3	0		727-57-0182		592	792.0	D	- -		REAR SPAR WEB
98-04-29	00	04-73101-12	0	ME01			0	0.0	D	05-15-98		MLG MANUAL EXTENSION GEARBOX
98-04-29	00	04-73101-12	0	ME02			0	0.0	D	05-15-98		MLG MANUAL EXTENSION GEARBOX
98-11-03	00	04-69739-3	R				4071	0.0	D	- -		HEAVY WEIGHT HUSH KIT
98-18-20	00	04-71618-3	D	ME01			567	0.0	D	- -		FUEL CROSSFEED VALVE ACTUATOR
98-18-20	00	04-71618-3	D	2-03			568	0.0	D	- -		FUEL CROSSFEED VALVE ACTUATOR
98-18-20	00	04-71618-3	D	3-03			569	0.0	D	- -		FUEL CROSSFEED VALVE ACTUATOR
98-18-20	00	04-71618-3	0		61163-28-09		0	0.0	D	- -		FUEL CROSSFEED VALVE ACTUATOR
2000-02-19	00	04-59405-12	E	ME04	727-57-0177	04	555	1373.0	C	- -		WING FRONT SPAR WEB
2000-05-19	00	04-59879-3	B		727-53-0186	01	545	503.0	C	- -		FWD ENTRY DOORWAY
2000-07-12	00	04-59274-12	E		727-57-0127	03	0	0.0	C	- -		SEE A.D. 94-07-08
2000-14-07	00	04-72440-12	F	AMOC	727-57-0182		0	0.0	C	- -		SEE A.D. 97-25-15
2000-22-06	00	42-73700-3	0	PDS1			547	0.0	C	- -		SHAFT RPL OF FUEL PUMP CONTROL
2000-22-06	00	42-73700-3	0	PDS2			548	0.0	C	- -		SHAFT RPL OF FUEL PUMP CONTROL
2000-22-06	00	42-73700-3	0	PDS3			549	0.0	C	- -		SHAFT RPL OF FUEL PUMP CONTROL
2001-09-12	00						0	0.0	C	- -	NA	CIRCUMFERENTIAL SKIN JOINT
21.113	00	04-38331-3	E		ST05550		0	0.0	C	09-25-75		BENDIX GROUND PROX WARNING SYS
21.113	00	04-53336-3	0		SA3141NM		0	0.0	C	06-13-86		ESCAPE PATH LIGHTING SYSTEM
21.113	00	04-65390-3	A	ME02	SA4833NM		0	0.0	C	07-05-93		PYLON AFT FAIRING
21.113	00	04-65390-3	A	ME03	SA4833NM		0	0.0	C	07-05-93		PYLON AFT FAIRING
21.113	00	04-65390-3	A	ME03	SA4833NM		0	0.0	C	07-05-93		PYLON AFT FAIRING
21.113	00	04-65547-3	A		SA3152NM		0	0.0	C	07-05-93		EEPLS MODIFICATION
21.113	00	04-66324-3	C				0	0.0	C	07-05-93		STC SA5875NM/SA5877NM/ST00062A
21.113	00	04-73716-3	B	ME23	ST01979AT		669	0.0	C	- -		CARGO FIRE PROTECTION
36.101	00	04-69739-3	B				0	0.0	C	- -	NA	HEAVY WEIGHT HUSHKIT
382.21	00	04-61415-3	B				0	0.0	C	04-21-92		ONBOARD WHEELCHAIR INSTALLATIO
382.21	00	04-61415-3	D	ME02			0	0.0	C	07-05-92		ONBOARD WHEELCHAIR INSTALLATIO
382.21	00	04-61415-3	F	102			0	0.0	C	07-05-92		ONBOARD WHEELCHAIR INSTALLATIO

FAR

Delta Air Lines Inc.
Aircraft AD/FAR Accomplishments - Aircraft 0474

10/15/02
11:38:03
PAGE: 10

AD-FAR	Rv	EDMBR	Rv Rem	Service Bulletin STC	Rev	ACTL Line	Rem Time	I	Completed	FAC	DESCRIPTION
91.853		04-72943-3	0			0	0.0	C	- -	NA	HEAVYWEIGHT HUSHKIT

End of Report

FAR

Delta Air Lines Inc.
Aircraft Repetitive Actions - Aircraft 0474

10/15/02
11:38:04
PAGE: 1

AD-FAR	Rev	ED Nbr	Rev	Method	Limit	Ctrl	ACTL Line	Last Accpl	Rem Time	I	Description
121.308A		04-50935-3		SVC CK	175	H	5	10-14-1998	141.7	H	LAVATORY SMOKE DETECTOR
121.309D		-		SVC CK	175	H	5	10-14-1998	141.7	H	EMERGENCY MEDICAL KIT
121.309F		-		SVC CK	175	H	5	10-14-1998	141.7	H	MEGAPHONE INSTALLATION
121.310C		-		SVC CK	175	H	5	10-14-1998	141.7	H	ESCAPE PATH LIGHTING SYSTEM
121.310L		-		SVC CK	175	H	5	10-14-1998	141.7	H	EMERG PORTABLE FLASHLIGHT
121.313		49311-3			456	D	2	9-26-7	25.0	D	PASSENGER CABIN COCKPIT KEY
121.314		59574-12		SVC CK	175	H	5	10-14-1998	141.7	H	CARGO COMPT LINER REPAIRS
121.337		-		SVC CK	175	H	5	10-14-1998	141.7	H	PBE INSTALLATION
74-00-09	2	04-67738-12	D	5810GAD	456	D	2	09-26-1997	25.0	D	LAV WASTE COMPT RECEPTACLE
74-00-09	2	04-67738-12	D	5875AD	2739	D	4	08-02-1993	792.0	D	LAV WASTE COMPT RECEPTACLE
74-00-09	2	04-67738-12	D	SVC CK	1050	H	5	04-09-1998	141.7	H	LAV WASTE COMPT RECEPTACLE
79-04-01	3	EIS6098		4026AD	1200	C	137	07-01-1998	554.0	C	LUBRICATE MLG UPLOCK SYSTEM
79-04-01	3	EIS6098		4027AD	3600	C	790	04-12-1997	492.0	C	MLG UPLOCK SYSTEM INSP/CK
79-04-01	3	EIS6098		7509AD	24000	H	934	07-05-1993	16747.1	H	MLG LOCKING SYSTEM COMP
79-04-01	3	EIS6098		7509AD	16500	C	935	07-05-1993	6445.0	C	LH MLG UPLOCK ASSY REPL
79-04-01	3	EIS6098		7609AD	24000	H	964	07-05-1993	16747.1	H	RH MLG UPLOCK ASSY REPL
79-04-01	3	EIS6098		7609AD	16500	C	965	07-05-1993	6445.0	C	RH MLG UPLOCK ASSY REPL
81-19-07		04-47814-12	G	6057AD	1550	H	16	12-05-1997	265.7	H	AIR FLOW MULTIPLIER CHECK
82-22-01		47656-3	F	5079AD	40000	C	27	7-05-3	7084.0	C	L/E SLAT ACTUATORS
85-24-02		04-37113-3	F	5781AD	1461	D	730	07-07-1996	584.0	D	RAM AIR PLENUM CHAMBER
85-24-02		04-37113-3	F	5781AD	8000	H	780	07-07-1996	4693.3	H	RAM AIR PLENUM CHAMBER
86-09-02	2	42-53795-12	T	4T213AD	9000	H	41	10-05-1998	0.0	H	COMBUSTION CHAMBER ISOTOPE
86-09-02	2	42-53795-12	T	4T213AD	6500	C	42	10-05-1998	0.0	H	COMBUSTION CHAMBER ISOTOPE
88-17-06		04-48895-12	G	4T129AD	22000	C	751	08-01-1993	947.0	C	OUTER WING UPR STR RIB
88-22-09	00	04-58983-12	C	6818AD	200	H	12	09-24-1998	84.4	H	TAKEOFF WARNING SYSTEM TEST
88-24-01		04-47857-3	C	4009AD	456	D	2	09-26-1997	25.0	D	LUBE MLG ACT BEAM SUPT LINKS
88-24-01		04-47857-3	C	SVC CK	350	H	5	02-05-1998	141.7	H	LUBE MLG ACT BEAM SUPT LINKS
89-23-17		59262-12	E	5329AD	3000	C	19	03-20-1998	1872.0	C	ENGINE 3 AFT MOUNT SUPT FTG
89-23-17		59262-12	F	5129AD	3000	C	18	03-20-1998	1872.0	C	ENGINE 1 AFT MOUNT SUPT FTG
90-02-16		59405-12	D	4T153AD	4500	C	60	10-09-1998	4433.0	C	WING FRNT SPAR CTR SECTION
90-02-19		70302-3	C	5533AD	2500	C	775	9-26-7	322.0	C	ACTUATOR ATTACH FITTINGS
90-02-19		70302-3	C	5633AD	2500	C	776	9-26-7	322.0	C	ACTUATOR ATTACH FITTINGS
90-03-18	00	04-60900-3	D	6818AD	200	H	12	09-24-1998	84.4	H	THROTTLE SWITCH T/O WARNING
90-06-09	00	04-59273-12	B	5541AD	3000	C	104	02-11-1998	1652.0	C	L/E SLAT DOWNSTOP MOD
90-06-09	00	04-59273-12	B	5641AD	3000	C	105	02-11-1998	1652.0	C	L/E SLAT DOWNSTOP MOD
90-07-05		58662-12	H	5098AD	547	D	75	12-15-7	196.0	D	INBD T/E FLAP TRACK
90-07-05		58662-12	H	5098AD	547	D	76	12-15-7	196.0	D	INBD T/E FLAP TRACK
90-07-05		58662-12	H	5098	3000	C	123	12-15-7	1311.0	C	INBD T/E FLAP TRACK
90-07-05		58662-12	H	5098	3000	C	124	12-15-7	1311.0	C	INBD T/E FLAP TRACK
90-12-11	1	04-61331-12	E	5877AD	365	D	70	09-23-1998	296.0	D	EVAC SLIDE LATCH CABLE
90-25-03		04-69070-12	D	5796AD	456	D	719	09-26-1997	25.0	D	AFT LAVATORY SERVICE PANEL
91-03-19	1	60553-12	H	4T178AD	547	D	725	9-26-7	116.0	D	UPR AFT FUSELAGE SKIN INSP
91-03-19	1	60553-12	H	4T178AD	3000	C	789	9-26-7	822.0	C	UPR AFT FUSELAGE SKIN INSP
93-05-17		35207-12	F	8706AD	3300	C	28	5-09-7	354.0	C	CTRL CABIN "F-N" WINDOW POST
94-02-04		04-61904-12	H	4T157AD	6000	C	772	05-09-1997	3054.0	C	FRAMES OVERWING EMERG EXIT
94-07-08		04-61071-12	A	5967AD	912	D	712	07-08-1996	36.0	D	VENTRAL STAIRS TORQUE BOX
94-07-08		04-61071-12	A	5967AD	6000	C	755	07-08-1996	1469.0	C	VENTRAL STAIRS TORQUE BOX
94-07-08		55122-12	D	50150AD	20000	H	108	7-08-6	16693.3	H	TRACK-TO-SLAT ATTACH BOLT
94-07-08		58705-12	D	50146AD	3000	C	760	9-26-7	822.0	C	I/B MIDFLAP REAR SPAR CHORD
94-07-08		59253-12	A	5957AD	10000	C	106	7-08-6	5469.0	C	FIN STRINGER TO RIB CHORD
94-07-08		59273-12	B	5541AD	3000	C	104	02-11-1998	1652.0	C	LEADING EDGE SLAT DOWNSTOP
94-07-08		59273-12	B	5641AD	3000	C	105	02-11-1998	1652.0	C	LEADING EDGE SLAT DOWNSTOP
94-23-10		04-69496-3	E	50103AD	4000	H	15	04-24-1997	1791.3	H	FWD/AFT LAVATORY DRAINS

SHEET	**D-13**	NO.	**4-086382-20**
TOTAL	**D-13**		
ISSUE DATE		1/30/03	

FAR — Delta Air Lines Inc. — 10/15/02
Aircraft Repetitive Actions - Aircraft 0474 — 11:38:04
PAGE: 2

AD-FAR	Rev	ED Nbr	Rev	Method	Limit	Ctrl	ACTL Line	Last Accpl	Rem Time	I	Description
94-23-10		04-69496-3	E	70142AD	5000	H	113	05-09-1997	2849.0	H	RPL WASTE DRAIN SYS VAC BRK
94-23-10		04-69496-3	E	70143AD	6000	H	114	05-09-1997	3849.0	H	RPL WASTE DRAIN SYS VAC BRK
96-06-05		70183-12		5968AD	4000	H	770	7-07-6	693.3	H	ELEVATOR REAR SPAR INSP
97-05-08		71148-3		50163	600	C	238	10-09-1998	533.0	C	PYLONS ATTACH FITTINGS
97-05-08		71148-3		50163	600	C	239	10-09-1998	533.0	C	PYLONS ATTACH FITTINGS
97-05-08		71148-3		50163	100	D	250	10-09-1998	47.0	D	PYLONS ATTACH FITTINGS
97-05-08		71148-3		50163	100	D	251	10-09-1998	47.0	D	PYLONS ATTACH FITTINGS
2000-07-12		04-59274-12	E	4T167AD	14000	C	170	11-25-1991	662.0	C	HYDROPRESSED RIB INSPECTION
25.1541		-		LTR CK	456	D	2	9-26-7	25.0	D	INTERIOR & EXTERIOR PLACARDS

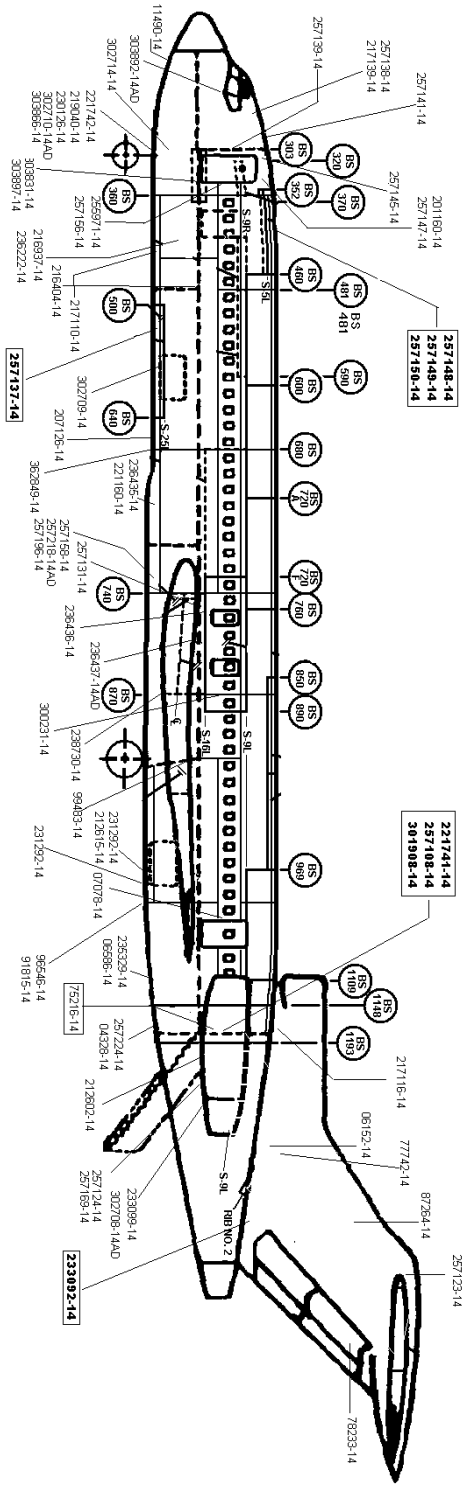
End of Report

APPENDIX E: ENGINEERING REPAIR/AUTHORIZATIONS

APPENDIX E TABLE OF FIGURES

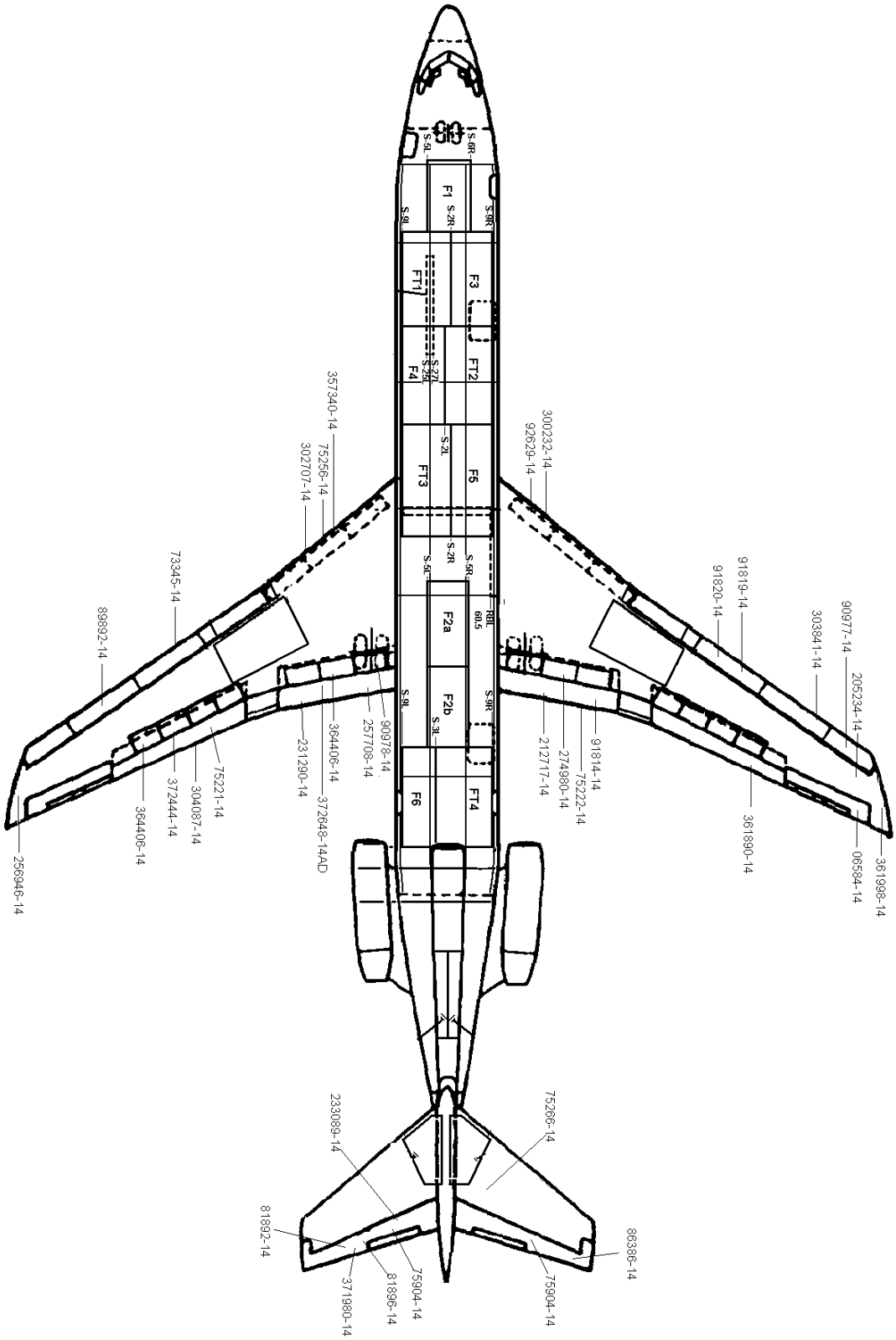
ENGINEERING DEPARTMENT

SHEET	**E-4**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Fuselage ER/A Repairs

SHEET	**E-5**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Wing and Empennage ER/A Repairs

REPAIRS AFFECTING REMOVED STRUCTURES

ER/A NUMBER	75216-14	DATE	10-AUG-76	CYCLES	
DAMAGE SUMMARY					
REASON	FATIGUE				
THE FS1183 AFT PRESSURE BULKHEAD LOWER WEB IS CRACKED BETWEEN ADJACENT HI-LOK FASTENERS.					
REPAIR SUMMARY					
CUTOUT SIZE					
SKIN THICKNESS	0.050” 2024-T3				
DOUBLER THICKNESS	0.032” TYPE 301 ½ HARD CRES DOUBLER				
FASTENER TYPE AND DIAMETER	MS20470DD6				
AD OR S/B REFERENCES					

ER/A NUMBER	221741-14	DATE	21-DEC-89	CYCLES	
DAMAGE SUMMARY					
REASON	FATIGUE				
THE STA. 1183 BULKHEAD STIFFENER AT RBL 46, WL 188, HAS A 1.75” CRACK IN THE OUTBOARD FLANGE RADIUS.					
REPAIR SUMMARY REPLACE THE STIFFENER AND INSTALLS REPAIR ANGLES					
CUTOUT SIZE	9” LENGTH				
STIFFENER THICKNESS	0.1” 7075-6				
REPAIR ANGLE THICKNESS	1”X1”X0.032 ½ H. CRES. REPAIR ANGLE 1”X1”X0.050 ½ H. CRES. REPAIR ANGLE				
FASTENER TYPE AND DIAMETER	BACB30FP6, BACB30FP8, BACB30FM6				
AD OR S/B REFERENCES					

ER/A NUMBER	257108-14	DATE	7-JULY-93	CYCLES	49,437
DAMAGE SUMMARY					
REASON	FATIGUE				
THE VERTICAL BEAM ON THE FWD SIDE OF THE 1183 BULKHEAD AT LBL 36.63 HAS A 1.0” CRACK IN THE FLANGE COMMON TO THE BULKHEAD WEB					
REPAIR SUMMARY					
CUTOUT SIZE					
SKIN THICKNESS					
REPAIR ANGLE THICKNESS	0.10” 7075-T6				
FASTENER TYPE AND DIAMETER					
AD OR S/B REFERENCES	S/B 727-53-0192, REV. 1				

ER/A NUMBER	257137-14	DATE	13-JUL-93	CYCLES	49,437
DAMAGE SUMMARY					
REASON	CORROSION				
THE S-26L LAP JOINT WAS CORRODED FROM BS 460 TO BS 584. THE BONDED STRAP WAS REMOVED ALONG THIS LENGTH. A CRACK IN THE UPPER SKIN WAS FOUND AT BS 578 ON THE UPPER ROW OF FASTENERS IN THE LAP.					
REPAIR SUMMARY					
CUTOUT SIZE	APP. 1.5”X1.5”				
SKIN THICKNESS	0.045” 2024-T3				
DOUBLER THICKNESS	0.063” 2024-T3				
FASTENER TYPE AND DIAMETER	MS20470DD5, MS20470DD6				
AD OR S/B REFERENCES					

ER/A NUMBER	257148-14	DATE	14-JULY-93	CYCLES	49,437
DAMAGE SUMMARY					
REASON	LIGHTING STRIKE				
THE DAMAGE ON THE EXTERNAL SKIN DUE TO LIGHTING STRIKES ON STA 355, STR 5R.					
REPAIR SUMMARY					
CUTOUT SIZE					
SKIN THICKNESS	0.04” 2024-T3				
DOUBLER THICKNESS	0.05” 2024-T3				
FASTENER TYPE AND DIAMETER	5 HI-LOKS				
AD OR S/B REFERENCES					

ER/A NUMBER	257149-14	DATE	15-JULY-93	CYCLES	49,437
DAMAGE SUMMARY					
REASON	LIGHTING STRIKE				
THE DAMAGE CONSISTS OF A 1” DIAMETER HOLE ON THE EXTERNAL SKIN ONLY DUE TO LIGHTING STRIKES ON STA 381, BELOW STR 5R.					
REPAIR SUMMARY					
CUTOUT SIZE	1” DIAMETER				
SKIN THICKNESS	0.04” 2024-T3				
DOUBLER THICKNESS	0.05” 2024-T3				
FASTENER TYPE AND DIAMETER	NAS1097DD6 NAS1097DD5				
AD OR S/B REFERENCES					

SHEET	**E-8**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE	1/30/03		

ER/A NUMBER	257150-14	DATE	15-JULY-93	CYCLES	49,437
DAMAGE SUMMARY					
REASON	LIGHTING STRIKE				
THE DAMAGE CONSISTS OF A 1" DIAMETER HOLE ON THE EXTERNAL SKIN ONLY DUE TO LIGHTING STRIKES ON STA 400, STR 5R.					
REPAIR SUMMARY					
CUTOUT SIZE	1" DIAMETER				
SKIN THICKNESS	0.04" 2024-T3				
DOUBLER THICKNESS	0.05" 2024-T3				
FASTENER TYPE AND DIAMETER	MS20470DD5				
AD OR S/B REFERENCES					

ER/A NUMBER	301908-14	DATE	13-JUN-95	CYCLES	52,848
DAMAGE SUMMARY					
REASON	FATIGUE				
SEVERAL CRACKS WERE FOUND IN THE STA 1183 BULKHEAD WEB AND STIFFENERS AFTER THE AIRCRAFT FAILED TO MAINTAIN PRESSURIZATION. THE LBL 46.93 VERTICAL STIFFENER HAD MULTIPLE CRACKS BETWEEN WL 205 AND WL215.					
REPAIR SUMMARY FOR THE VERTICAL STIFFENER (FIG 5)					
CUTOUT SIZE					
SKIN THICKNESS					
DOUBLER THICKNESS	0.125" 7075-T6511 REPAIR ANGLE 0.20" 7075-T6511 REPAIR ANGLE				
FASTENER TYPE AND DIAMETER	BACB30FM-8 BACB30FM-6				
AD OR S/B REFERENCES	S/B 727-53-0181				

ER/A NUMBER	06152-14	DATE	8/10/83	CYCLES	
DAMAGE SUMMARY THE VERTICAL STABILIZER NO. 2 RIB R,H, CHORD VERTICAL FLANGE IS CRACKED THROUGH ATTACH BOLT HOLE FOR FIN STRINGER NO. 3 & 7.					
REASON	FATIGUE				
REPAIR SUMMARY 1. STOP DRILL CRACK ENDS USING A ¼" DIA. DRILL. 2. WITH FIN STRINGER ATTACH BOLT REMOVED, CHECK FOR GAP BETWEEN RIB CHORD & STRINGER. FABRICATED AND INSTALLED 7075-T6 SHIM TO EQUAL GAP. 3. FABRICATED AND INSTALLED REPAIR ANGLE FOR EACH STRINGER CRACK LOCATION.					
RIB CHORD	0.102X1X1, 7075-T6				
REPAIR ANGLE	0.063X1X1X9.5 TYPE 301, ½ HARD CRES				
FASTENER TYPE AND DIAMETER	NAS 1104 BOLT, BACB30MB6, & NAS 1291-3 NUT				
APPROVAL	727 SRM 55-30-3				

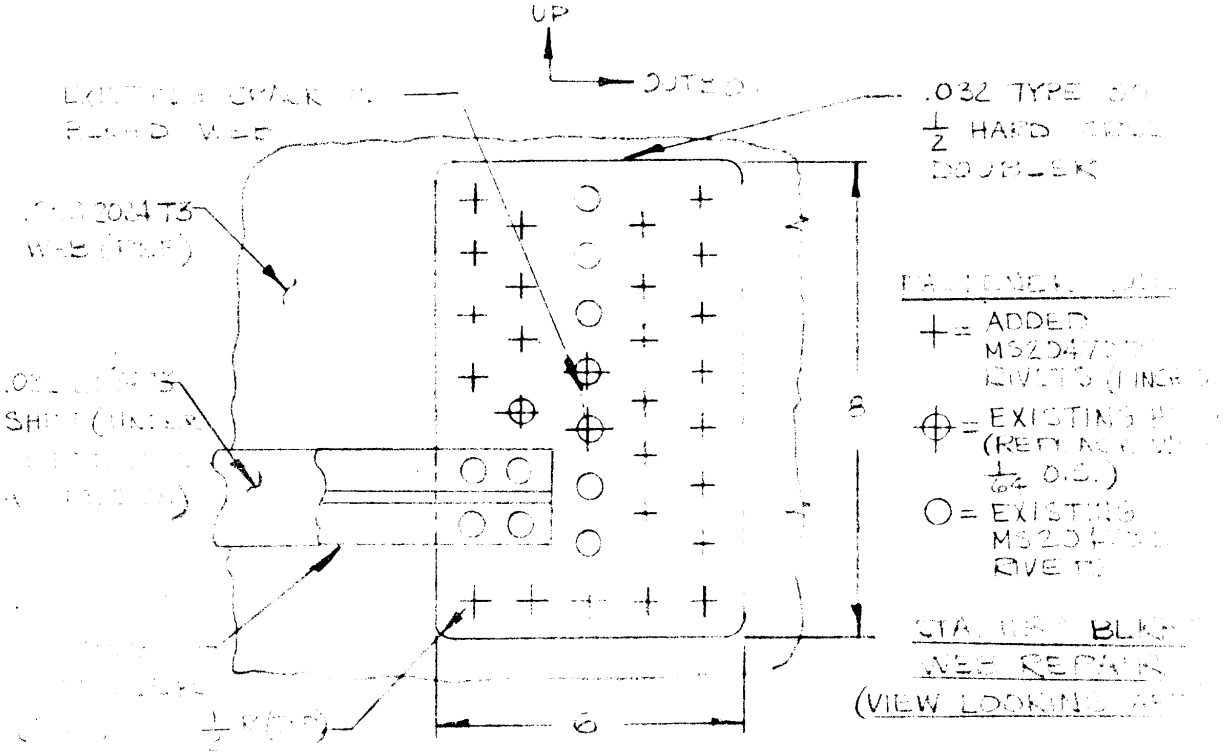
SHEET	**E-9**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

ER/A NUMBER	77742-14	DATE	9/16/76	CYCLES	
DAMAGE SUMMARY VERTICAL STABILIZER #6 STRINGER R.H. SIDE IS CRACKED AT #2 RIB					
REASON	FATIGUE				
REPAIR SUMMARY STOP DRILL CRACK WITH #21 DRILL INSTALL 0.050 ½ H CRES STAINLESS STEEL Z ANGLE DOUBLER					
REPAIR ANGLE	6.5" LENGTH, 0.050 ½ H CRES STAINLESS STEEL				
ORIGINAL STRINGER	0.070 7075-T6				
FASTENER TYPE AND DIAMETER	MS 20426DD6 MS 20470DD6				

ER/A NUMBER	87264-14	DATE	3/16/79	CYCLES	
DAMAGE SUMMARY VERTICAL STABILIZER, STRINGER 7L IS CRACKED AT THE RIB ATTACH BOLT HOLES AT STA 134 & 157					
REASON	FATIGUE				
REPAIR SUMMARY 1. STOP DRILL WITH ¼ BIT 2. INSTALLED REPAIR ANGLE					
REPAIR ANGLE	0.125", 7075-T6511				
STRINGER	0.080", 7075-T6				
FASTENER TYPE AND DIAMETER	MS 20426DD6				

ER/A NUMBER	233092-14	DATE	4-APR-91	CYCLES	
DAMAGE SUMMARY					
REASON	FATIGUE				
THE VERTICAL STABILIZER (LH SIDE) 0.063" 7075-T6 SKIN HAS TWO CRACKS APPROX. A ½" CRACK RUNING FROM 2ND AND 3RD FASTENERS ABOVE THE BOTTOM FASTENER HOLE AT EDGE OF FUSELAGE.					
REPAIR SUMMARY					
CUTOUT SIZE					
SKIN THICKNESS	0.063" 7075-T6				
DOUBLER THICKNESS	0.071" 7075-T6				
FASTENER TYPE AND DIAMETER	MS20426DD6				
AD OR S/B REFERENCES					

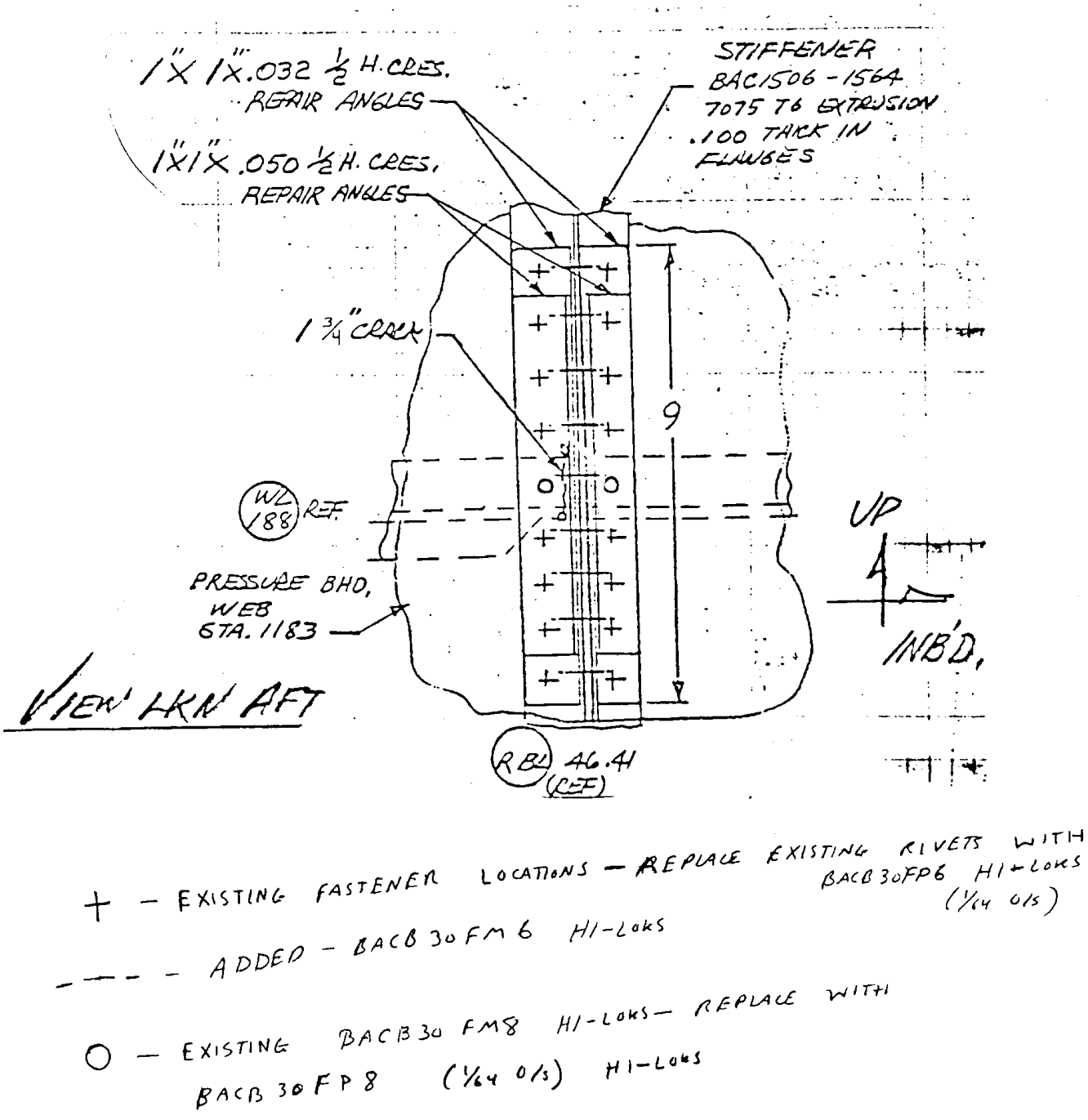
SHEET	**E-10**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Repair Figure, 75216-14 (1183 Bulkhead)

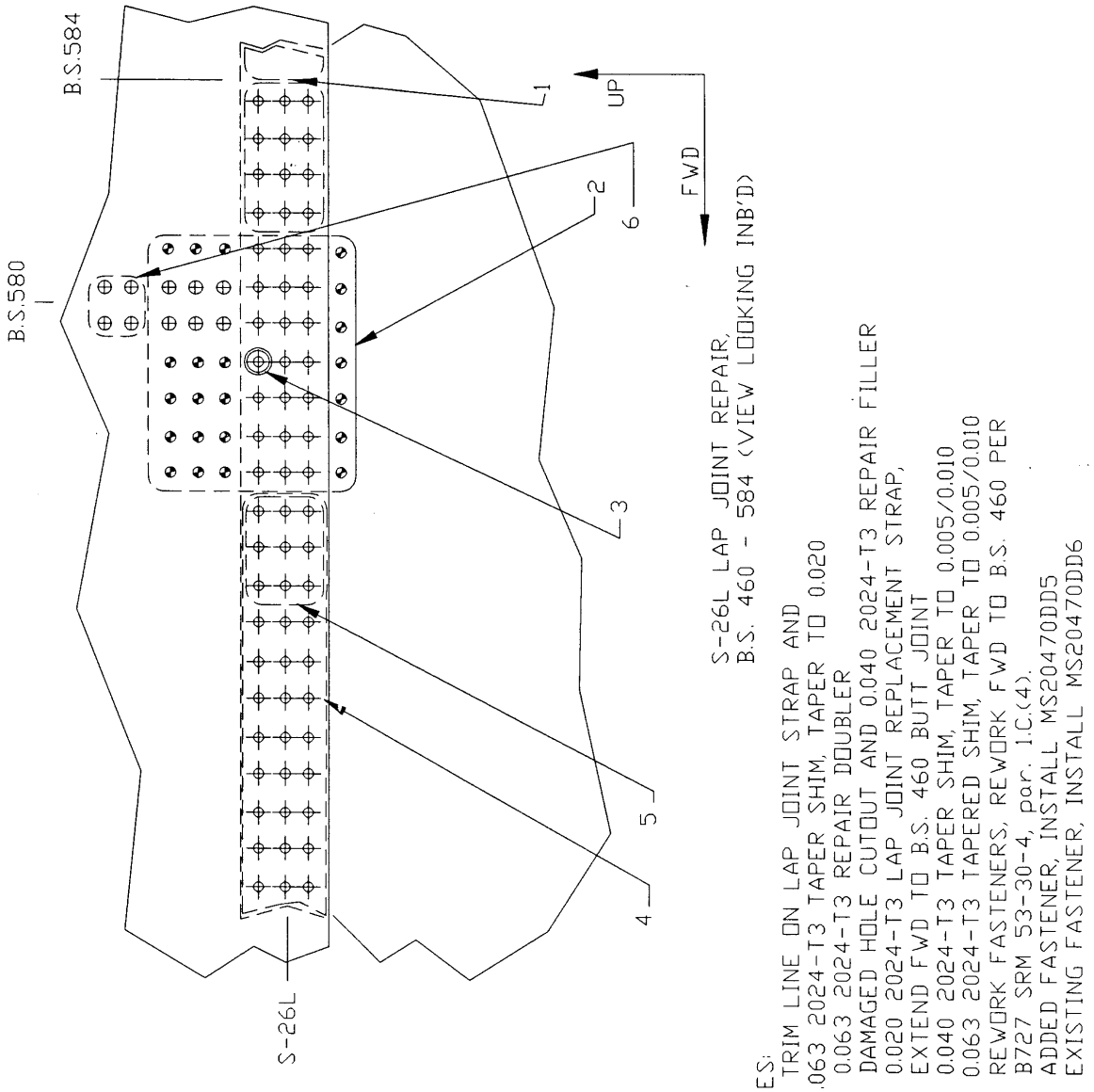
ENGINEERING DEPARTMENT

SHEET	**E-11**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Repair Figure, 221741-14 (1183 Bulkhead)

SHEET	**E-12**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



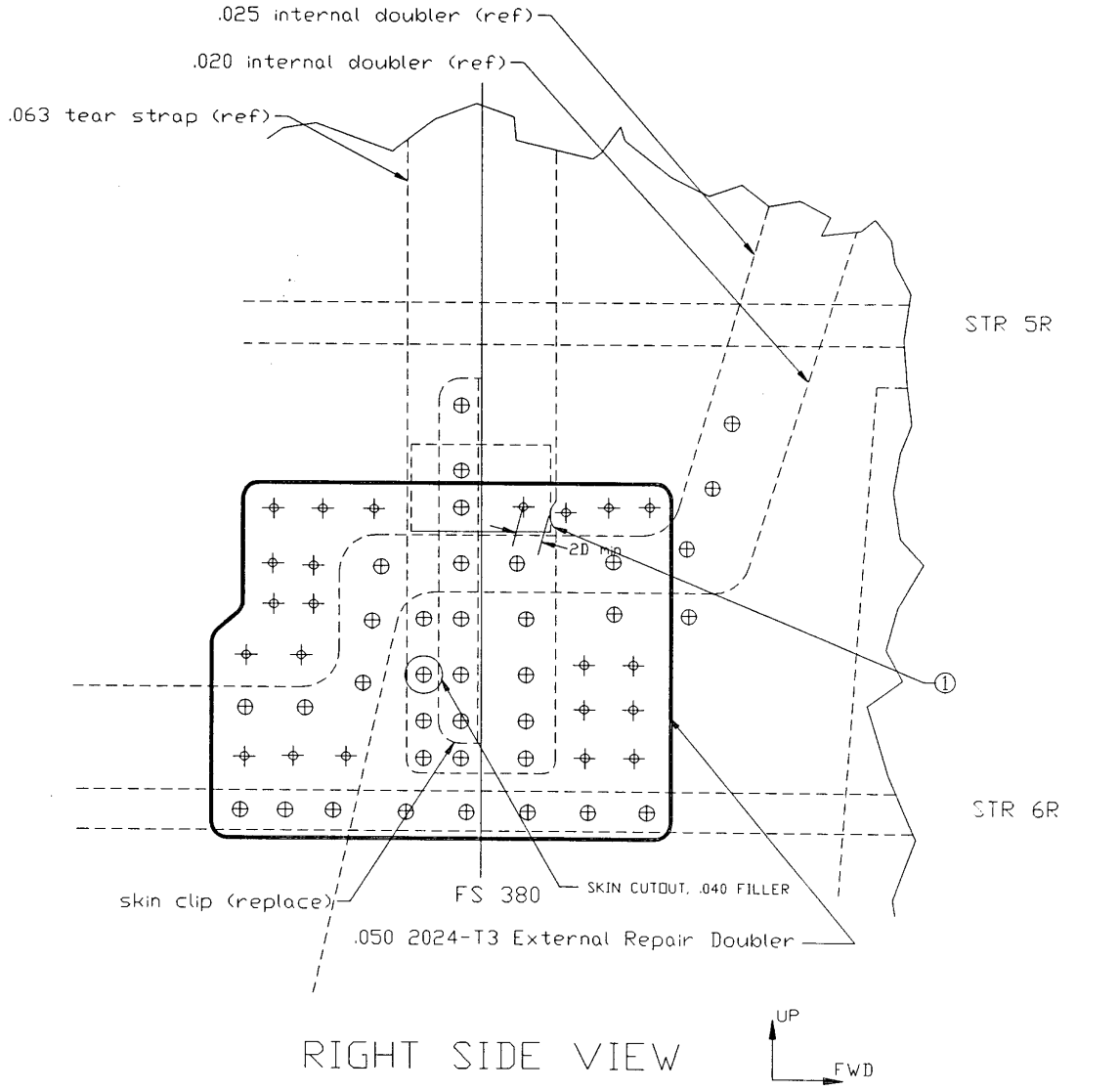
S-26L LAP JOINT REPAIR,
B.S. 460 - 584 (VIEW LOOKING INB'D)

NOTES:
1 - TRIM LINE ON LAP JOINT STRAP AND .063 2024-T3 TAPER SHIM, TAPER TO 0.020
2 - 0.063 2024-T3 REPAIR DOUBLER
3 - DAMAGED HOLE CUTOUT AND 0.040 2024-T3 REPAIR FILLER
4 - 0.020 2024-T3 LAP JOINT REPLACEMENT STRAP, EXTEND FWD TO B.S. 460 BUTT JOINT
5 - 0.040 2024-T3 TAPER SHIM, TAPER TO 0.005/0.010
6 - 0.063 2024-T3 TAPERED SHIM, TAPER TO 0.005/0.010
⊕ - REWORK FASTENERS, REWORK FWD TO B.S. 460 PER B727 SRM 53-30-4, par. 1.C.(4).
● - ADDED FASTENER, INSTALL MS20470DD5
⊕ - EXISTING FASTENER, INSTALL MS20470DD6

Repair Figure, 257137-14 (Fuselage Skin)

ENGINEERING DEPARTMENT

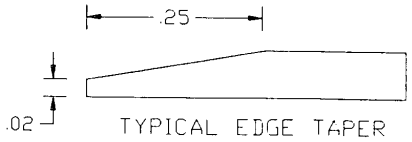
SHEET	**E-13**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



① TYPICAL LOCATION OF TRIM TO REMOVE SHORT EDGE MARGIN REPAIR FASTENER HOLE, MAINTAIN 2D EDGE MARGIN, MINIMUM.

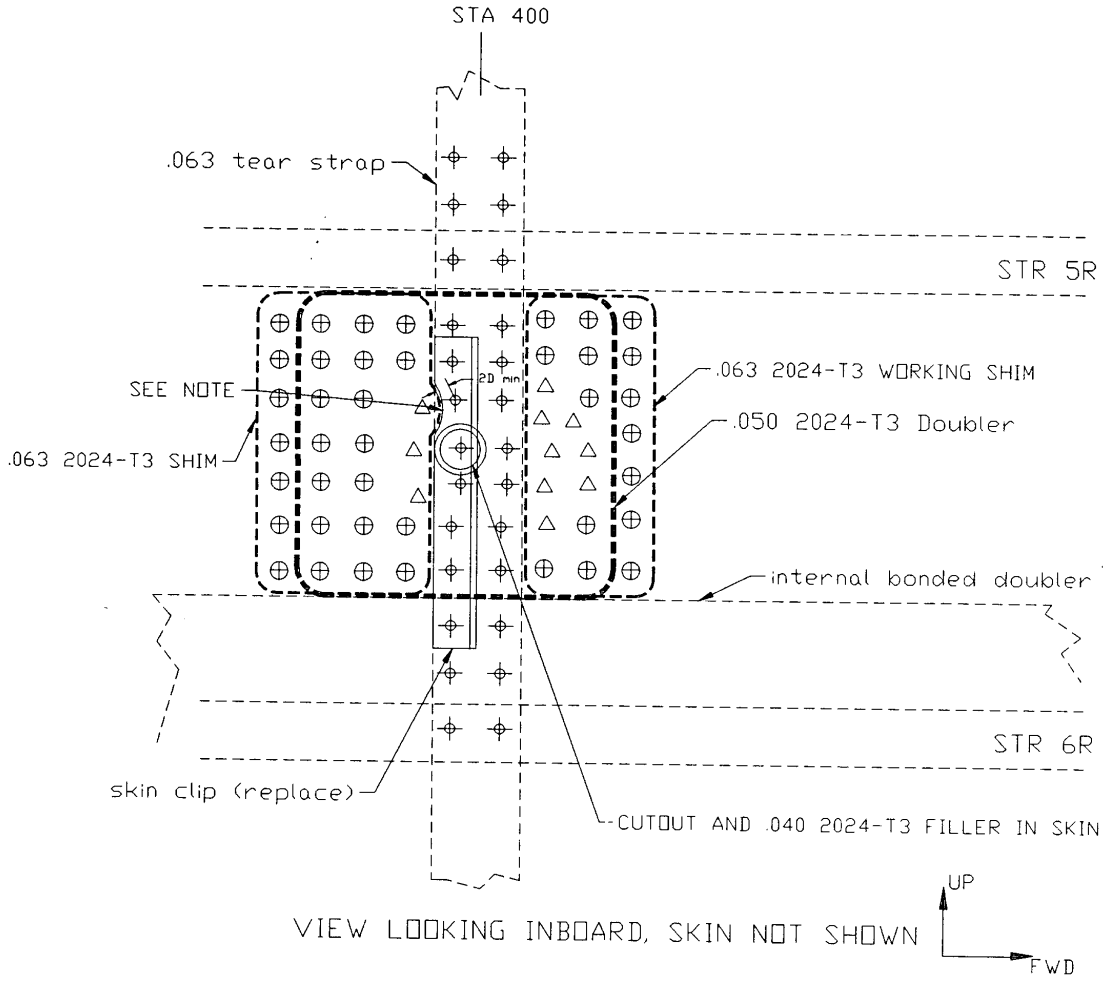
⊕ EXISTING FASTENERS, REPLACE WITH SAME TYPE AND SIZE

⊕ NEW FASTENER LOC'N, INSTALL NAS1097DD5



Repair Figure, 257149-14 (Fuselage Skin)

SHEET	**E-14**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



⊕ NEW FASTENER LOC'N, INSTALL MS20470DD5

⊕ EXISTING FASTENER LOC'N, INSTALL SAME TYPE AS REMOVED (NAS1097DD6)

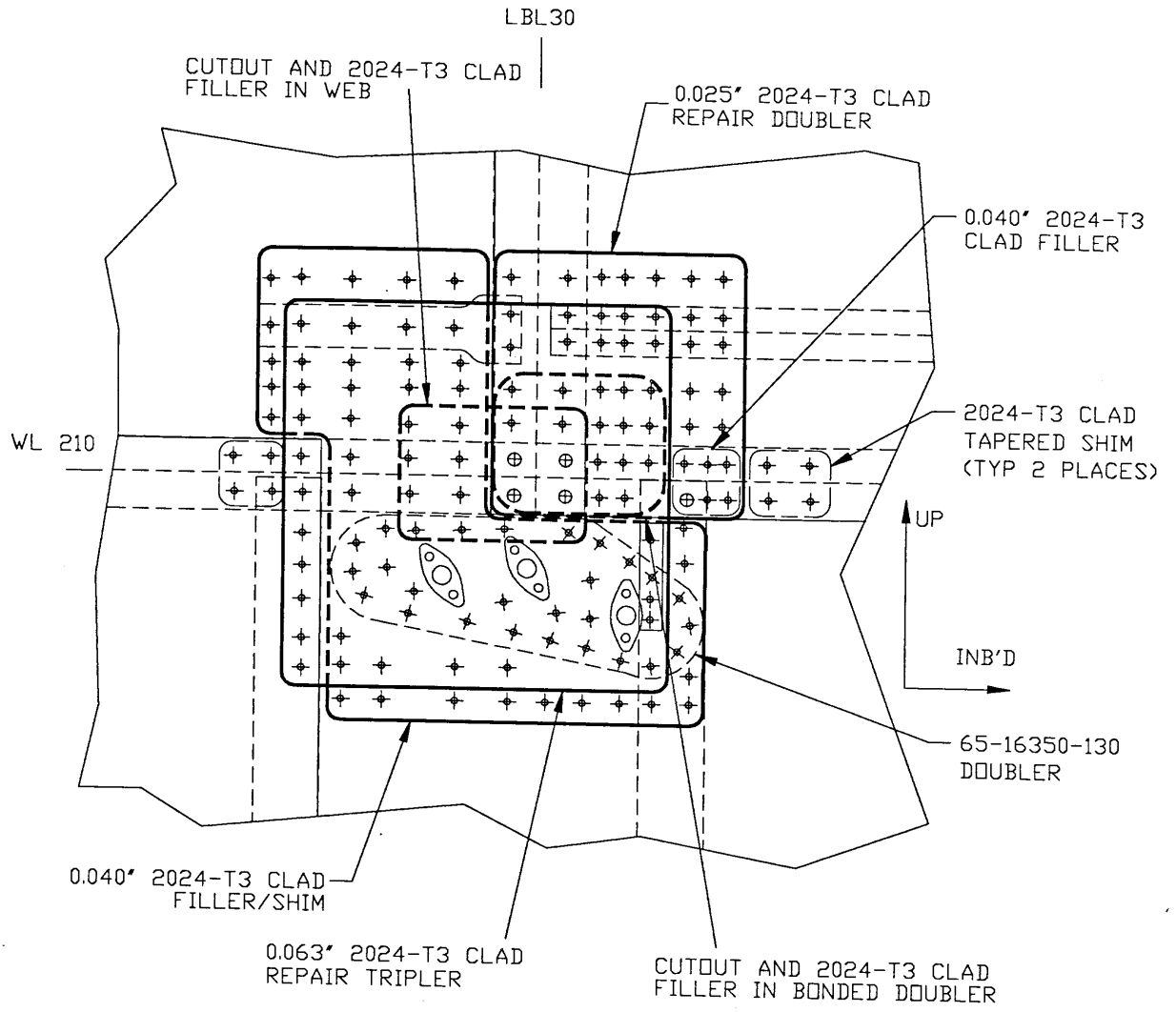
△ TEMP. REPAIR FASTN'R LOC'NS, INSTALL MS20470DD5 RIVETS

NOTE: AT LOCATIONS WHERE PREVIOUS REPAIR RIVETS CREATED SHORT EDGE MARGIN IN TEAR STRAP, TRIM THE EDGE OF STRAP TO ALLOW RIVET TAIL TO SEAT MAINTAIN 2D MINIMUM EDGE MARGIN WITH ALL OTHER FASTENERS.

Repair Figure, 257150-14 (Fuselage Skin)

ENGINEERING DEPARTMENT

SHEET	**E-15**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



VIEW LOOKING FORWARD

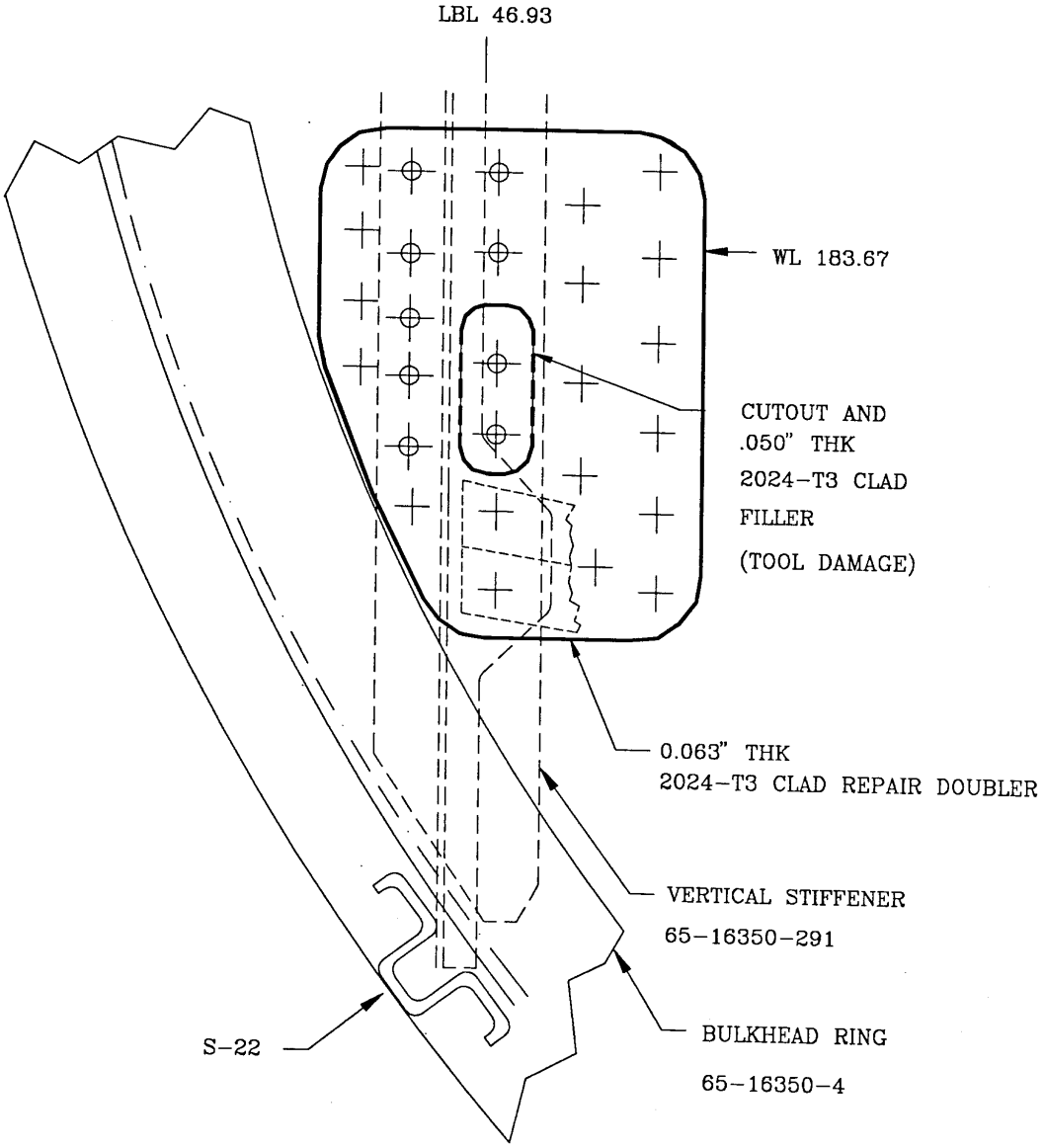
⊕ USE MS20470D6 OR EXISTING TYPE FASTENER

⊕ USE BACB30MB-6 OR EXISTING TYPE FASTENER

FIGURE 1

Repair Figure 1, 301908-14 (1183 Bulkhead)

SHEET	**E-16**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



USE BACB30FM6 HI-LOKS EXCEPT IN A.D. LOCATIONS

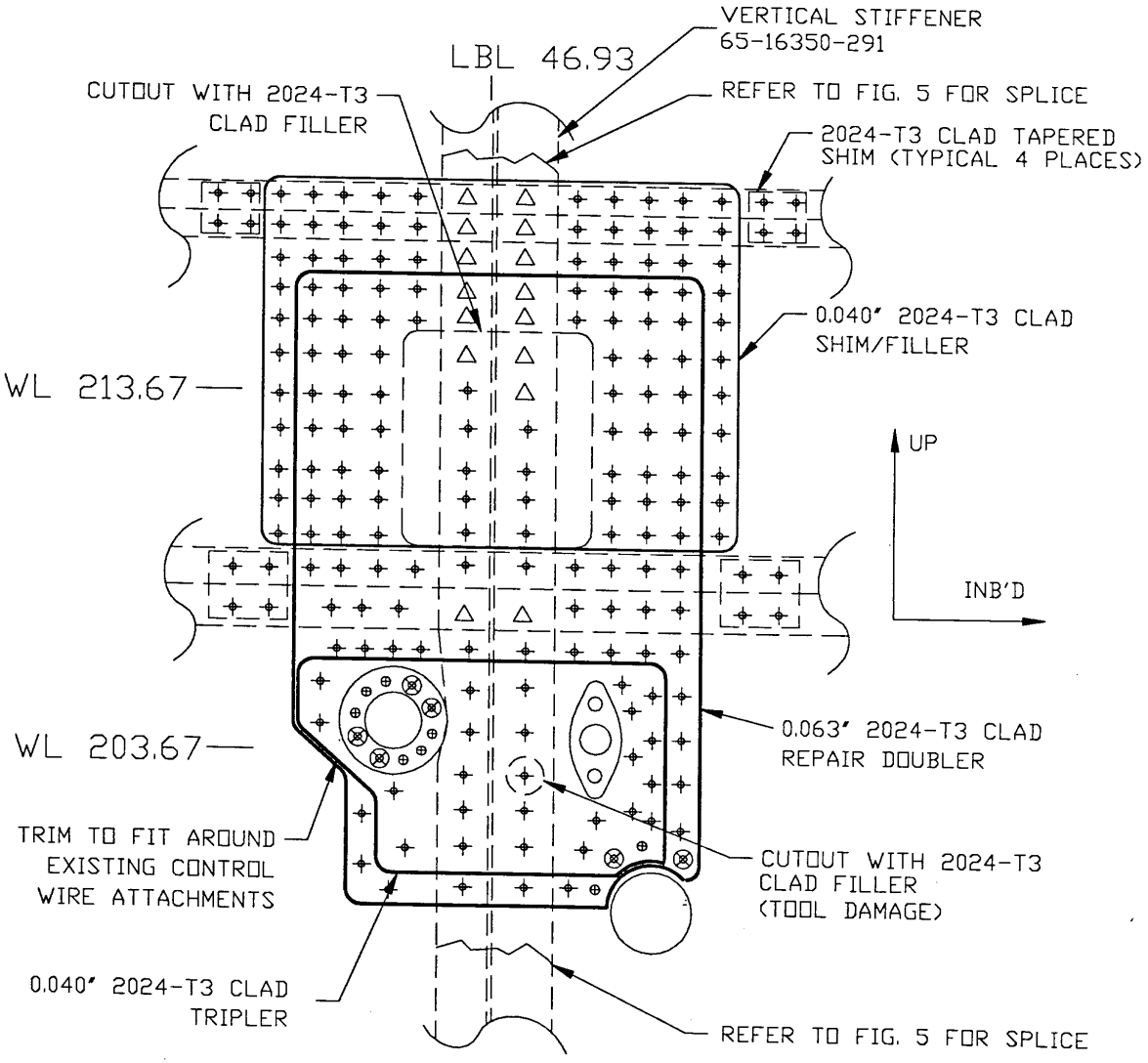
USE FASTENERS INSTALLED PER E.O. 4-58148-3AD, OPN. 0235 AND REWORK DWG 65C33724

VIEW LOOKING FORWARD

FIGURE 2

Repair Figure 2, 301908-14 (1183 Bulkhead)

SHEET	**E-17**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



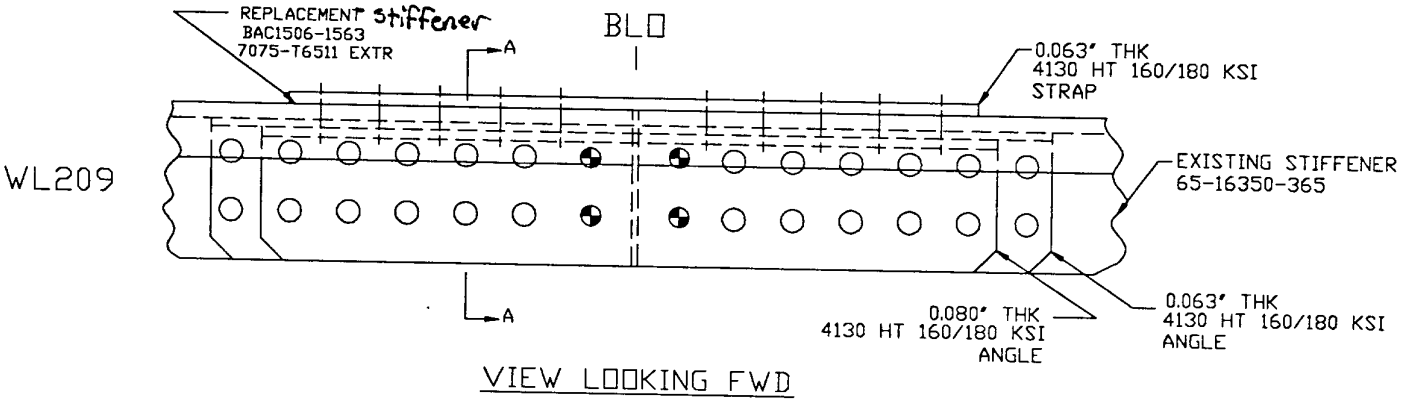
△ USE BACB30FM6 (REFER TO FIG. 5 FOR STIFFENER SPLICE)
⊕ USE MS20470D6 EXCEPT IN FASTENERS COMMON TO SPLICE
⊕ USE NAS1097D6
⊗ EXISTING NUTPLATES (REPLACE WITH SAME)

VIEW LOOKING FORWARD

FIGURE 3

Repair Figure 3, 301908-14 (1183 Bulkhead)

SHEET	**E-18**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



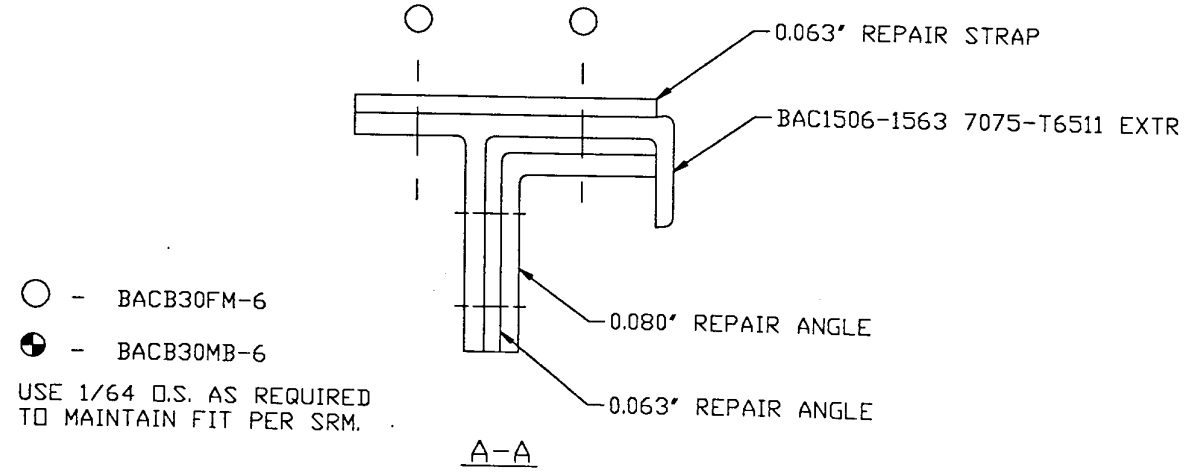


FIGURE 4

REMANUFACTURE AND INSTALL 65-16350-145/-146 STABILIZING CLIPS JUST INBOARD AND OUTBOARD OF BL0 ON AFT SIDE OF STIFFENER. MAKE FROM 0.063" 7075-T6 CLAD. INSTALL ON AFT LIP OF FLANGE WITH NAS1097D-5 RIVET. (REF. DWG 65-16350)

Repair Figure 4, 301908-14 (1183 Bulkhead)

SHEET	**E-19**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

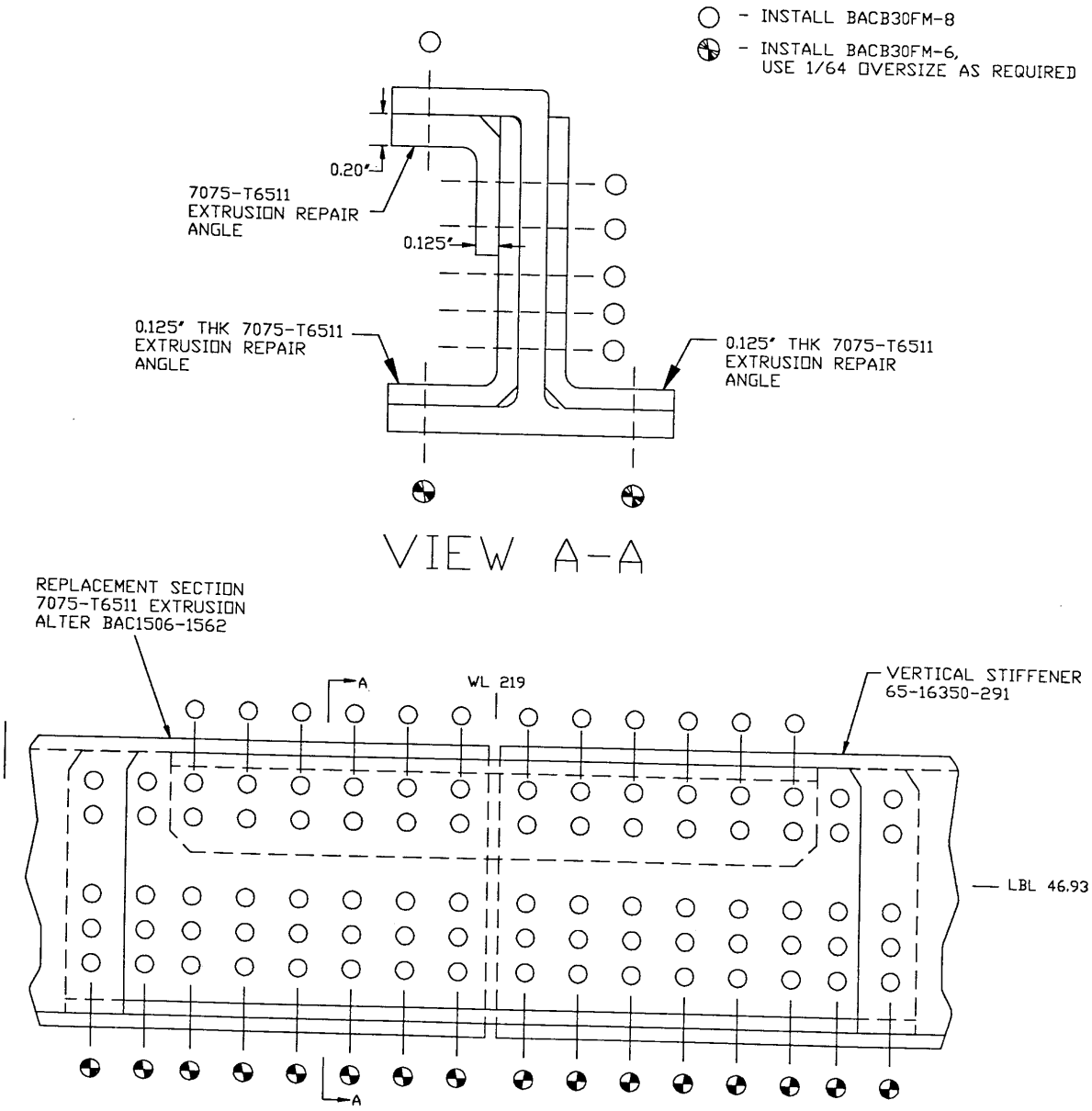
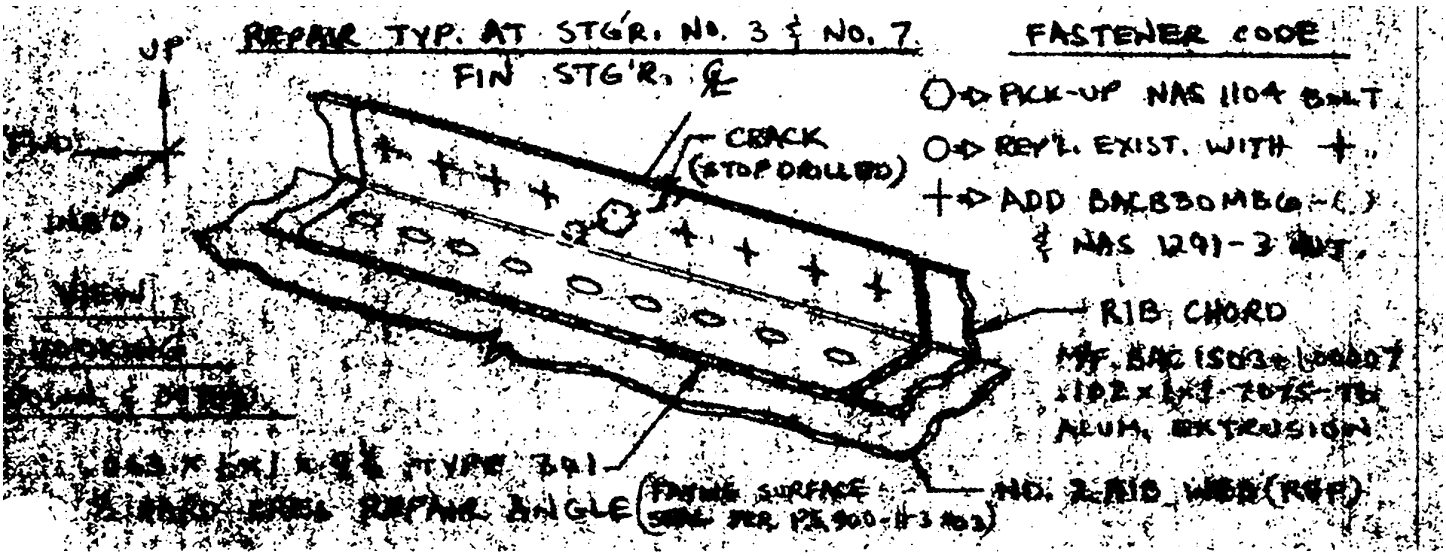


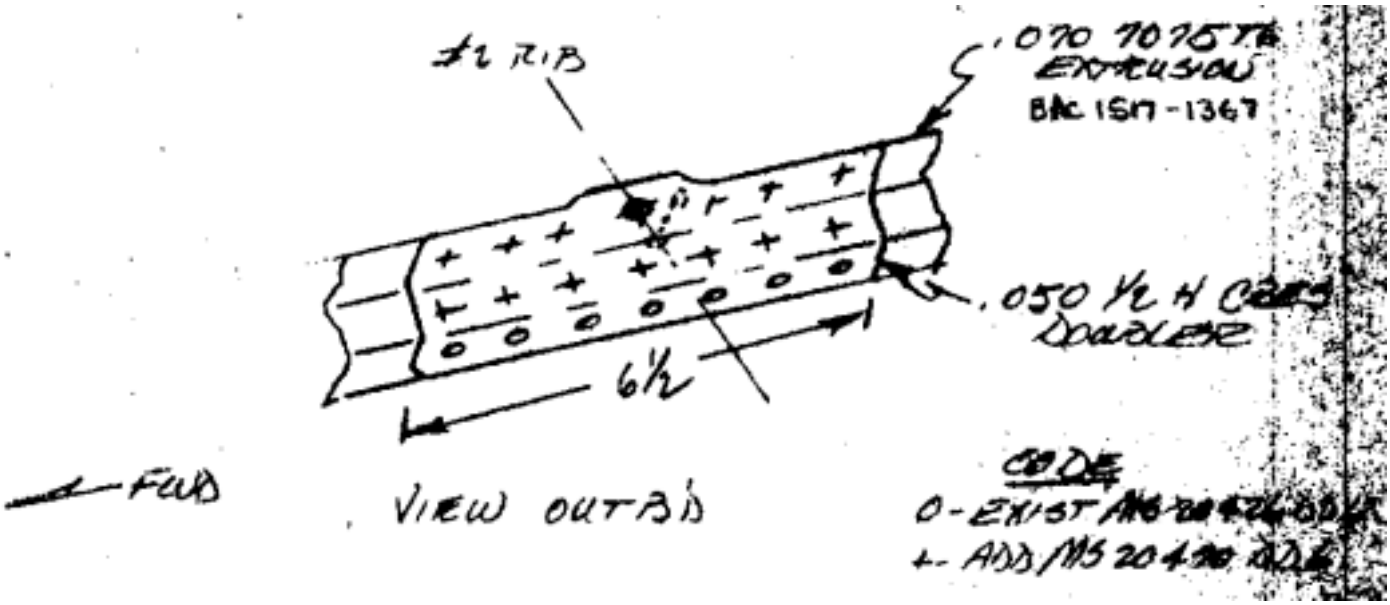
FIGURE 5

Repair Figure 5, 301908-14 (1183 Bulkhead)

SHEET	**E-20**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

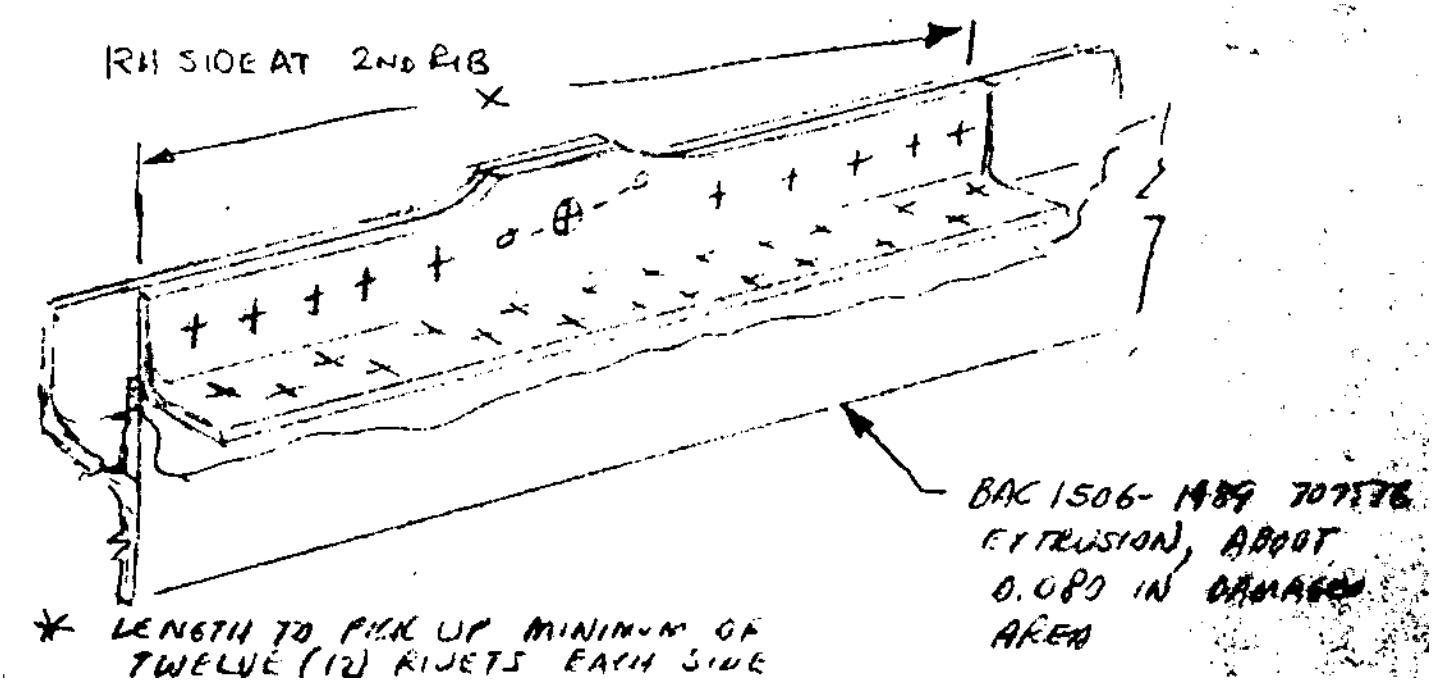


Repair Figure, 06152-14 (Vertical Stabilizer Rib Chord)

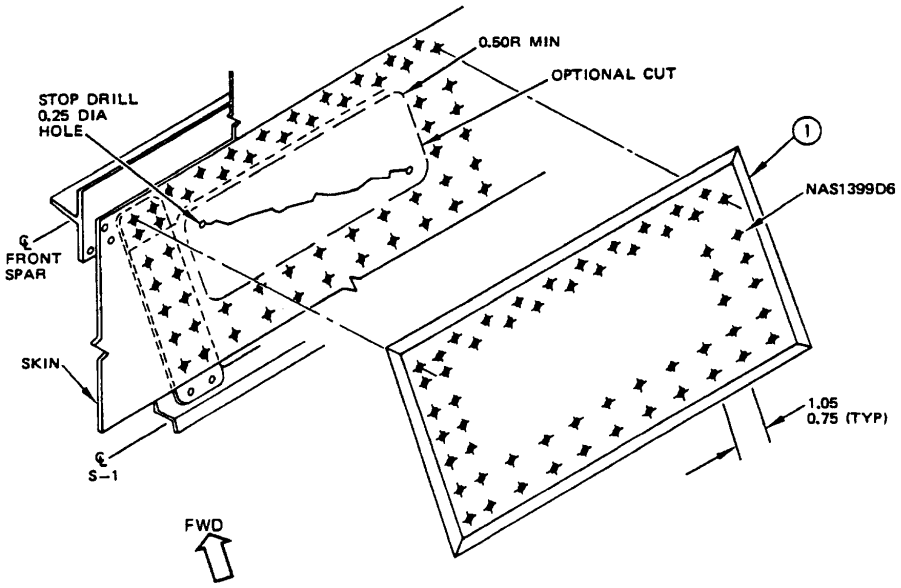


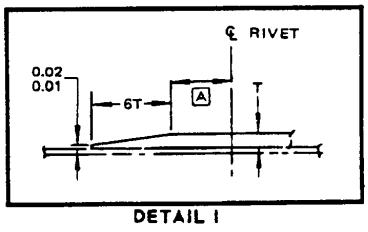
Repair Figure 77742-14 (Vertical Stabilizer Rib)

SHEET	**E-21**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Repair Figure 87264-14 (Vertical Stabilizer Rib)





DETAIL I

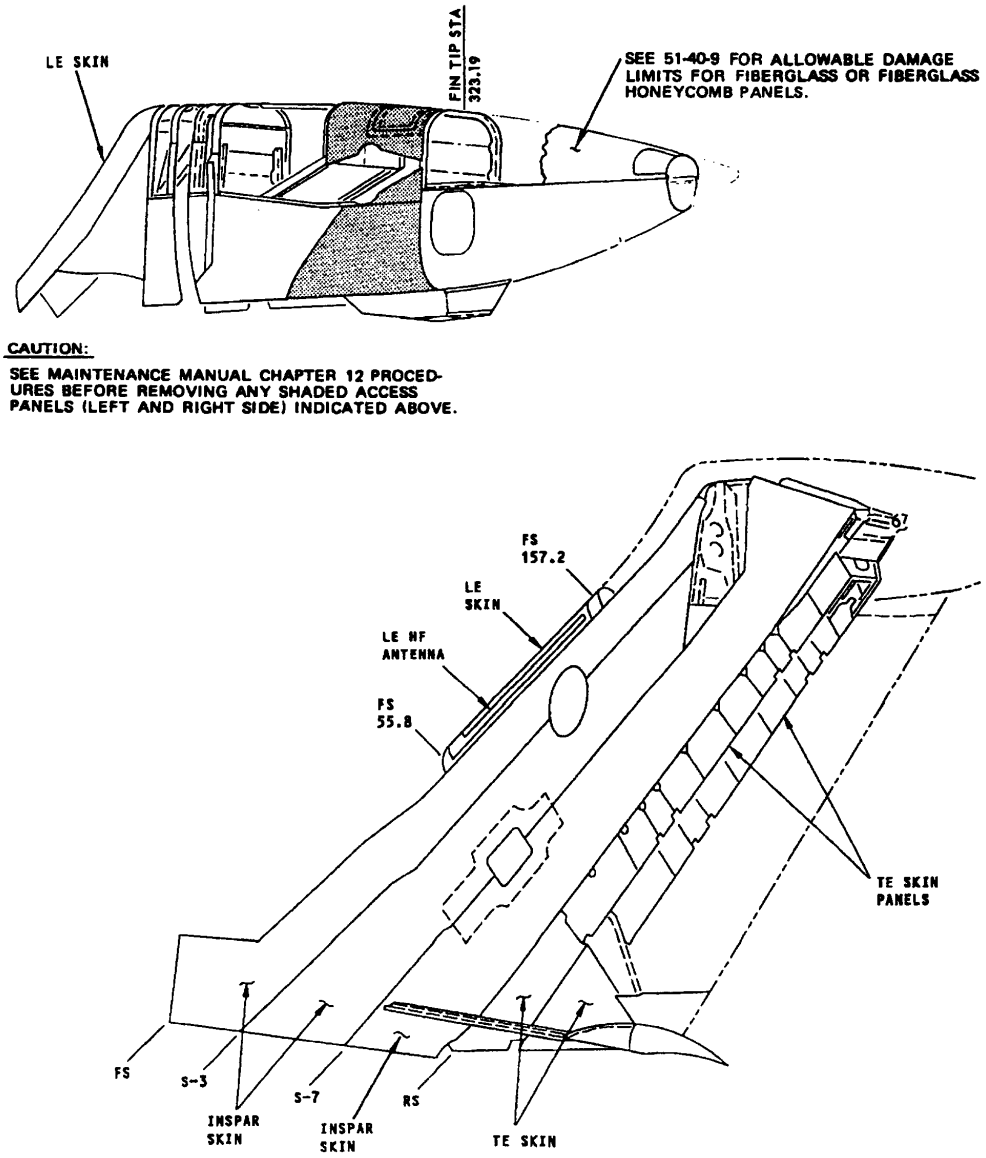
LOCATION		F.S. TO S-3		S-3 TO RS	
PART		QTY	MATERIAL	QTY	MATERIAL
(1)	PLATE	1	0.080 CLAD 2024-T3	1	0.080 CLAD 7075-T6

Vertical Stabilizer - Interspar Skin, External Repair
Figure 1 (Sheet 2)

SRM 727
Jan 1/82

Repair Figure 1, 233092-14 (Vertical Stabilizer)

SHEET	**E-23**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Allowable Damage – Vertical Stabilizer Skin
Figure 2 (Sheet 1)

Repair Figure 2, 332092-14 (Vertical Stabilizer)

OTHER FUSELAGE REPAIRS

ER/A NUMBER	96546-14	DATE	3-28-81	CYCLES	
DAMAGE SUMMARY FUSELAGE BELLY SKIN PANEL CORRODED TO THE LEFT OF EXISTING EXTERNAL REPAIR AT STA 1050					
REASON	CORROSION				
REPAIR SUMMARY					
CUTOUT SIZE	CUT SKIN PANEL AT STA 1060 & SPLICE STA 1009,				
SKIN THICKNESS	ADDED SKIN SPLICE 0.05” 2024-T3				
DOUBLER THICKNESS	REPLACE INTERNAL DOUBLER (0.025 2024-T3) & TRIPLER (0.032” 2024-T3)				
FASTENER TYPE AND DIAMETER	NAS 1097DD5				
AD OR S/B REFERENCES					

ER/A NUMBER	99483-14	DATE	11-1-81	CYCLES	
DAMAGE SUMMARY FUSELAGE STA 940 FRAME TO STRINGER 18A ATTACH BOLTS WERE FOUND FAILED.					
REASON	FATIGUE				
REPAIR SUMMARY REMOVE ATTACH BOLTS, CLEAN BOLT HOLES, EDDY CURRENT INSPECT BOLT HOLES, RE-INSTALL BOLTS					
FASTENER TYPE AND DIAMETER	BACB30MT7T-36				
AD OR S/B REFERENCES	S/B 53-141				

ER/A NUMBER	111490-14	DATE	1-7-85	CYCLES	
DAMAGE SUMMARY THE FUSELAGE NOSE SECTION LWR LH SKIN WAS DENT AT STA 184, 5” ABOVE STR 25. AN INTERCOSTAL LOCATED IMMEDIATELY INB’D. OF SKIN DENT WAS STRAIGHTENED AND CRACKED STOPDRILLED.					
REASON	GROUND DAMAGE				
REPAIR SUMMARY					
SKIN TRIM	0.04”X1.75”X3”				
SKIN THICKNESS	0.04” 2024-T3				
REPAIR DOUBLER THICKNESS	0.05” 2024-T3				
INTERCOSTAL ANGLE THICKNESS	0.032” 7075-T6				
INTERCOSTAL REPAIR ANGLE THICKNESS	0.05” 2024-T3				
FASTENER TYPE AND DIAMETER	NAS 1097DD5 NAS 5002 NAS 1291-08				
AD OR S/B REFERENCES					

SHEET	**E-25**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE	1/30/03		

ER/A NUMBER	201160-14	DATE	19-AUG-85	CYCLES	
DAMAGE SUMMARY A 2.25X2.25 INCH PUNCTURED AREA EXISTS IN VICINITY OF S-5L AND FS 348.					
REASON	GROUND DAMAGE				
REPAIR SUMMARY					
CUTOUT SIZE					
SKIN THICKNESS	0.04” 2024-T3				
DOUBLER THICKNESS	0.063” 2024-T3				
FASTENER TYPE AND DIAMETER	NAS1097DD6				
AD OR S/B REFERENCES					

ER/A NUMBER	207126-14	DATE	12-6-86	CYCLES	
DAMAGE SUMMARY 1. A 1”X1.75” SECTION HAS BEEN REMOVED FROM FUSELAGE SKIN AT STA 665 AND STR 24L DUE TO CORROSION 2. A 1”X2” SECTION WAS REMOVED FROM FUSELAGE SKIN AT FS 667 AND STR 27R					
REASON	CORROSION				
REPAIR SUMMARY					
CUTOUT SIZE	1”X1.75” & 1”X2”				
SKIN THICKNESS	0.050” 2024-T3				
DOUBLER THICKNESS	0.071” 2024-T3				
FASTENER TYPE AND DIAMETER	MS20426DD6				
AD OR S/B REFERENCES					

ER/A NUMBER	212602-14	DATE	2-19-88	CYCLES	
DAMAGE SUMMARY VERTICAL STAIRWELL RH TORQUE BOX UPPER INB’S CHORD ANGLE CRACKED AT STA 1273 IN VERTICAL LEG & HAS 6” CRACK IN HORIZONTAL LEG BETWEEN STA 1263 & 1273.					
REASON	FATIGUE				
REPAIR SUMMARY					
CUTOUT SIZE	CUT ANGLE AT STA 1278 & 1257, REMOVE AND REPLACE DAMAGED SECTION				
REPLACE SECTION THICKNESS	0.125” 7075-T6511				
REPAIR ANGLE THICKNESS	0.05” 1/2H CRES. STEEL SPLICE ANGLE				
FASTENER TYPE AND DIAMETER	BACB30FP6				
AD OR S/B REFERENCES					

SHEET	**E-26**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

ER/A NUMBER	212615-14	DATE	24-FEB-88	CYCLES	
DAMAGE SUMMARY THE NO.2 CARGO DOOR LOWER MAIN SILL OUTBOARD CHORD WAS EXFOLIATED OVER 2X3.5 INCH AREA AT STA. 970					
REASON	CORROSION				
REPAIR SUMMARY					
TRIMMED SIZE	3.5” X 2.75”				
CHORD THICKNESS	0.22” 7075-T6				
REPAIR ANGLE THICKNESS	0.125” 4130 STEEL ANGLE				
FASTENER TYPE AND DIAMETER	HL329-8 HLT429-8				
AD OR S/B REFERENCES					

ER/A NUMBER	216404-14	DATE	1-4-89	CYCLES	
DAMAGE SUMMARY THE LOWER FUSELAGE SKIN AT STA 480, RBL6, HAS A CUTOUT DUE TO CORROSION					
REASON	CORROSION				
REPAIR SUMMARY					
CUTOUT SIZE	3.8”X1.75”				
SKIN THICKNESS	0.040” 2024-T3				
DOUBLER THICKNESS	0.063” 2024-T3				
FASTENER TYPE AND DIAMETER	NAS1097DD6				
AD OR S/B REFERENCES					

ER/A NUMBER	216937-14	DATE	28-MARCH-89	CYCLES	
DAMAGE SUMMARY FUSELAGE SKIN HAS BEEN CUT AT STA. 381, BETWEEN S-19L AND S-26L					
REASON	GROUND DAMAGE				
REPAIR SUMMARY					
CUTOUT SIZE					
SKIN THICKNESS	0.04” 2024-T3				
REPAIR DOUBLER THICKNESS	0.063” 2024-T3				
FASTENER TYPE AND DIAMETER	BACR15CE6DD				
AD OR S/B REFERENCES					

SHEET	**E-27**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

ER/A NUMBER	217110-14	DATE	27-MARCH-89	CYCLES	
DAMAGE SUMMARY SKIN AND DOUBLER REPAIRS AT FS 400, S26L					
REASON	GROUND DAMAGE				
REPAIR SUMMARY					
CUTOUT SIZE					
SKIN THICKNESS	0.04” 2024-T3				
REPAIR THICKNESS	REPLACE SECTION OF STRAP (0.063” 2024-T3) REPLACE SECTION OF DOUBLER (0.050” 2024-T3)				
FASTENER TYPE AND DIAMETER	NAS1097DD6				
AD OR S/B REFERENCES					

ER/A NUMBER	217139-14	DATE	04-APRIL-89	CYCLES	
DAMAGE SUMMARY					
REASON	LIGHTING STRIKE				
REPAIR SUMMARY					
CUTOUT SIZE	1” DIA.				
SKIN THICKNESS					
DOUBLER THICKNESS					
FASTENER TYPE AND DIAMETER	NAS1097DD				
AD OR S/B REFERENCES					

ER/A NUMBER	219040-14	DATE	17-JUL-89	CYCLES	
DAMAGE SUMMARY					
REASON	FATIGUE				
THE NOSE WHELL WELL FS 277 O 268.5 TOP PANEL WEB HAS A 1.5 IN CRACK BETWEEN THE 3RD AND 4TH FASTENERS FORWARD OF STA. 277, AT LBL 14.					
REPAIR SUMMARY AT NEXT HMV REPLACE EXISTING WEB WITH 0.063 2024-T3 CLAD SHEET					
CRACK SIZE	1.5”				
SKIN THICKNESS					
DOUBLER THICKNESS	0.063” 2024-T3				
FASTENER TYPE AND DIAMETER	CR3243-5				
AD OR S/B REFERENCES					

SHEET	**E-28**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE	1/30/03		

ER/A NUMBER	221160-14	DATE	21-NOV-89	CYCLES	
DAMAGE SUMMARY					
REASON	CORROSION				
1. FUSELAGE SKIN HAD A 1.06"X2.25" SECTION CUT OUT TO REMOVE CORROSION AT STR 28L AND BETWEEN FS 710-720. 2. STR 28L ALSO HAD SOME LIGHT SURFACE CORROSION WHICH WAS BLENDED OUT.					
REPAIR SUMMARY					
CUTOUT SIZE	1.06"X2.25"				
SKIN THICKNESS	0.05" 2024-T3				
DOUBLER THICKNESS	0.071" 2024T3				
FASTENER TYPE AND DIAMETER	MS20470DD6				
AD OR S/B REFERENCES					

ER/A NUMBER	221742-14	DATE	21-DEC-89	CYCLES	
DAMAGE SUMMARY					
REASON	FATIGUE				
THE NLG WHEEL WELL PRESSURE DECK HAS TWO 0.5 IN CRACKS AT RBL14, STA 164, BETWEEN THE 4^{TH}, 5^{TH}, AND 6^{TH} RIVETS FROM THE FRONT EDGE OF THE PANEL					
REPAIR SUMMARY REPLACE THE EXISTING 0.04 PANEL WITH A NEW PANEL MADE FROM 0.063 2024-T3					
CUTOUT SIZE					
SKIN THICKNESS	0.04" 2024-T3				
DOUBLER THICKNESS	0.063" 2024-T3				
FASTENER TYPE AND DIAMETER	MS20470DD6 BACB30FM6 NAS1097DD6				
AD OR S/B REFERENCES					

ER/A NUMBER	230126-14	DATE	17-MAY-90	CYCLES	
DAMAGE SUMMARY					
REASON	FATIGUE				
THE NLG WHEEL WELL PRESSURE DECK IS CRACKED AT LBL 14.THERE ARE CRACKS BETWEEN THREE RIVETS FROM FS 272.5-274.5					
REPAIR SUMMARY					
REPLACE THE EXISTING PART WITH A NEW PANEL MADE FROM 0.063 2024-T3 AT NEXT BLOCK OVERHAUL.					
CUTOUT SIZE					
SKIN THICKNESS					
DOUBLER THICKNESS					
FASTENER TYPE AND DIAMETER					
AD OR S/B REFERENCES					

ER/A NUMBER	231292-14	DATE	6-SEPT-90	CYCLES	
DAMAGE SUMMARY					

ENGINEERING DEPARTMENT

SHEET	**E-29**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

THE FUSELAGE FRAME AT FS 970 HAS A CRACK BETWEEN STR 26L AND S-27L	
REASON	FATIGUE
REPAIR SUMMARY	
CUTOUT SIZE	4.25”X3”
FRAME THICKNESS	0.071 7075-T6
DOUBLER THICKNESS	0.08” 7075-T6
FASTENER TYPE AND DIAMETER	BACB30FM5 BACB30FP
AD OR S/B REFERENCES	S/B 727-53A0195

ER/A NUMBER	233099-14	DATE	05-MARCH-91	CYCLES	
DAMAGE SUMMARY					
REASON	FATIGUE				
A 1” CRACK EMANATING FROM THE LOWER FORWARD CORNER OF THE PRESSURE RELIEF DOOR CUTOUT AT STA 1323 AND STR 16L. THE CRACK IS THROUGH THE SKIN, INTERNAL DOUBLER, AND INTERNAL TRIPLER.					
REPAIR SUMMARY					
CUTOUT SIZE	1”X 0.5”				
SKIN THICKNESS	SKIN: 0.056” 2024-T3 INTERNAL DOUBLER: 0.025” 2024-T3 INTERNAL TRIPLER: 0.025” 2024-T3				
DOUBLER THICKNESS	EXTERNAL REPAIR DOUBLER: 0.063” 2024-T3 EXTERNAL REPAIR TRIPLER: 0.071” 2024-T3				
FASTENER TYPE AND DIAMETER	NAS1097DD6				
AD OR S/B REFERENCES					

SHEET	**E-30**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE	1/30/03		

ER/A NUMBER	235329-14	DATE	22-AUG-91	CYCLES	
DAMAGE SUMMARY					
REASON	CORROSION				
1. A SKIN CRACK WAS FOUND AT FS 1090, BETWEEN S29R AND S30. 2. THE OUTBOARD GUSSET LOWER HORIZONTAL FLANGE IS CORRODED APPROX. 10" IN LENGTH AT S29R. 3. INTERCOSTAL LOCATED BETWEEN S29R AND S30 IS ALSO DAMAGED					
REPAIR SUMMARY					
1. SKIN AND DOUBLER REPAIR	CUTOUT SIZE	10"X9" IN THE CLAD SKIN AND 8"X4" IN THE INTERNAL DOUBLER			
	SKIN & DOUBLER THICKNESS	SKIN: 0.050" 2024-T3 CLAD SKIN, DOUBLER: 0.045" 2024-T3 CLAD INTERNAL DOUBLER			
	REPAIR THICKNESS	REPAIR DOUBLER: 0.063" 2024-T3 REPAIR TRIPLER: 0.063" 2024-T3 REPAIR FILLER: 0.050" 2024-T3			
2. GUSSET REPAIR	REPAIR THICKNESS	0.071" 2024-T3 FILLER 0.040" 6AL-4V TITANIUM REPAIR ANGLE			
3. INTERCOSTAL REPAIR	REPAIR THICKNESS	0.040" 2024-T3 FILLER ANGLE 0.050" 7075-T6 REPAIR ANGLE			
FASTENER TYPE AND DIAMETER	NAS1097DD6 HLT436-6				
AD OR S/B REFERENCES	AD 90-06-09 S/B 727-53-159				

ER/A NUMBER	236222-14	DATE	09-NOV.-91	CYCLES	
DAMAGE SUMMARY					
REASON	GROUND DAMAGE				
REPAIR SUMMARY THE FUSELAGE SKIN AT FS 400 BETWEEN S-19R AND S-20R HAS A 0.250" DEEP X 2" DIA. DENT WITH A GOUGE.					
DAMAGE SIZE	2" DIA.				
SKIN THICKNESS	0.045" 2024-T3				
REPAIR THICKNESS	DOUBLER: 0.063" 2024-T3 FILLER: 0.080 2024-T3				
FASTENER TYPE AND DIAMETER	NAS1097DD6				
REFERENCES	SRM TR 53-37				

ER/A NUMBER	236435-14	DATE	01-DEC-91	CYCLES	56,551
DAMAGE SUMMARY					
REASON	CORROSION				
A 18"X2.75" SECTION OF FUSELAGE SKIN HAD BEEN CUT OUT ALONG S-28R AT STA 720A					
REPAIR SUMMARY					
CUTOUT SIZE	18"X2.75"				
SKIN THICKNESS	0.063" 2024-T3				
DOUBLER THICKNESS	0.071" 2024-T3				

ER/A NUMBER	236436-14	DATE	12-APR-91	CYCLES	
DAMAGE SUMMARY					
REASON	FATIGUE				

SHEET	**E-31**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

A 0.75' CRACK IN THE INBOARD FLANGE OF THE STA 761 RH FRAME. CRACK IS LOCATED JUST ABOVE THE MAIN CABIN FLOOR LINE.	
REPAIR SUMMARY	
CUTOUT SIZE	
SKIN THICKNESS	0.090" 7075-T6
DOUBLER THICKNESS	0.050" STAINLESS STEEL REPAIR ANGLE
FASTENER TYPE AND DIAMETER	MS20470DD8
AD OR S/B REFERENCES	S/B 53-0197

ER/A NUMBER	236437-14	DATE	01-DEC-91	CYCLES	
DAMAGE SUMMARY					
REASON	FATIGUE				
THE INBOARD FLANGE AND 4" OF THE FS 784 RH FRAME WEB (0.09" 7075-T6) ARE CRACKED. THE CRACK IS LOCATED JUST BELOW THE MAIN CABIN FLOOR LINE.					
REPAIR SUMMARY					
CUTOUT SIZE					
SKIN THICKNESS	0.09" 7075-T6				
DOUBLER THICKNESS	0.05" 15-5PH REPAIR ANGLE				
FASTENER TYPE AND DIAMETER	MS20470DD8				
AD OR S/B REFERENCES	S/B 53-0197 AD 91-NM-65				

ER/A NUMBER	238730-14	DATE	28-JULY-92	CYCLES	47,519
DAMAGE SUMMARY THE RH KEEL BEAM VERTICAL ATTACH ANGLE AT BS 870 WAS FOUND TO HAVE A 0.5" CRACK FROM THE 4TH FASTENER HOLE ABOVE THE LWR END OF THE PART.					
REASON	FATIGUE				
REPAIR SUMMARY REMOVE AND REPLACE DAMAGE ANGLE					
CUTOUT SIZE					
REPLACE PART THICKNESS	0.165" 7075-T6511				
FASTENER TYPE AND DIAMETER					
AD OR S/B REFERENCES					

SHEET	**E-32**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

ER/A NUMBER	255971-14AD	DATE	7-JAN-93	CYCLES	48,438
DAMAGE SUMMARY					
REASON	FATIGUE				
THE R1 DOOR CUTOUT DOUBLER AT THE UPPER HINGE CUTOUT IS CRACKED					
REPAIR SUMMARY THE CRACK WAS REPAIRED PER M/M 53-30-0, FIGURE 804, WHICH WAS THE EQUIVALENT TO THE S/B REPAIR.					
CUTOUT SIZE					
SKIN THICKNESS					
DOUBLER THICKNESS					
FASTENER TYPE AND DIAMETER					
AD OR S/B REFERENCES	AD 90-06-09 (F-15A) S/B 727-53-0136, REV.2				

ER/A NUMBER	257124-14	DATE	12-JULY-93	CYCLES	49,437
DAMAGE SUMMARY					
REASON	FATIGUE				
THE B.S. 1263 FRAME WEB HAS A CRACK AT LIGHTING HOLE FOR THE PRECOOLER DUCT(WL 248 AND LBL 48).					
REPAIR SUMMARY					
CUTOUT SIZE	2” IN LENGTH, 0.25” WIDE				
FRAME WEB THICKNESS	0.025” 7075-T6				
DOUBLER THICKNESS	0.032” 7075-T6				
FASTENER TYPE AND DIAMETER	MS20470DD5				
AD OR S/B REFERENCES					

ER/A NUMBER	257127-14	DATE	12-JULY-93	CYCLES	49,437
DAMAGE SUMMARY					
REASON	WEAR DAMAGE				
REPAIR SUMMARY THE FWD CARGO COMPARTMENT, REAR WALL VERTICAL SUPPORT BEAMS AT LBL/RBL 20, BS 720D HAVE WEAR DAMAGE ON THE WEB ADJACENT TO THE SLOTTED SLIP JOINTS ON THE UPPER END.					
CUTOUT SIZE					
ORIGINAL CHANNEL THICKNESS	0.094” 7075-T6511				
REPAIR CHANNEL THICKNESS	REPAIR ANGLE: 0.049” 4130 STEEL FILLER: 0.094” 7075-T6				
FASTENER TYPE AND DIAMETER	BACB30FM6 BACB30FN6				
AD OR S/B REFERENCES					

SHEET	**E-33**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

ER/A NUMBER	257131-14	DATE	12-JULY-93	CYCLES	49,439
DAMAGE SUMMARY					
REASON	FATIGUE				
A CRACK EXISTS IN THE VERTICAL FLANGE OF THE LBL 45.43 FLOOR BEAM UPPER CHORD. THE CRACK RUNS FWD FROM A CUTOUT AT F.S. 758 TO THE EDGE OF THE FLANGE.					
REPAIR SUMMARY TRIM OUT CRACKING AREA OF CHORD'S VERTICAL FLANGE CONTAINING CRACK					
CUTOUT SIZE					
CHORD THICKNESS	7075-T6511				
DOUBLER THICKNESS	NO DOUBLER INSTALLED				
FASTENER TYPE AND DIAMETER	NO FASTENER INSTALLED				
AD OR S/B REFERENCES					

ER/A NUMBER	257138-14	DATE	14-JULY-93	CYCLES	49,437
DAMAGE SUMMARY					
REASON	LIGHTING STRIKE				
THIS REPAIR PROVIDED A PERMANENT REPAIR FOR THE DAMAGE LOCATION AT STA 259 AND STR 6R					
REPAIR SUMMARY					
CUTOUT SIZE	1" DIA.				
SKIN THICKNESS	0.05" 2024-T3				
DOUBLER THICKNESS	EXTERNAL REPAIR DOUBLER 0.063" 2024-T3				
FASTENER TYPE AND DIAMETER	NAS1097DD6				
AD OR S/B REFERENCES					

SHEET	**E-34**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

ER/A NUMBER	257139-14	DATE	13-JULY-93	CYCLES	49,437
DAMAGE SUMMARY A 0.22” DEEP AND 0.75” LONG GOUGE WAS FOUND IN THE INTERIOR SIDE OF THE FUSELAGE SKIN AT STA 304, BETWEEN S-11L AND S-12L.					
REASON	GROUND DAMAGE				
REPAIR SUMMARY					
CUTOUT SIZE	1.0” DIA.				
SKIN THICKNESS	0.040” 2024-T3				
DOUBLER THICKNESS	0.063” 2024-T3				
FASTENER TYPE AND DIAMETER	NAS1097DD5				
AD OR S/B REFERENCES					

ER/A NUMBER	257141-14	DATE	13-JULY-93	CYCLES	49,437
DAMAGE SUMMARY					
REASON	LIGHTING STRIKE				
A 1” DIA. CUT OUT IN THE FUSELAGE SKIN DUE TO LIGHTING STRIKE AT B.S. 295 AND S-7R					
REPAIR SUMMARY					
CUTOUT SIZE	1” DIA.				
SKIN THICKNESS	0.04” 2024-T3				
REPAIR THICKNESS	DOUBLER: 0.063” 2024-T3 FILLER: 0.04” 2024-T3				
FASTENER TYPE AND DIAMETER	NAS1097DD6 NAS1097DD5				
AD OR S/B REFERENCES					

ER/A NUMBER	257145-14	DATE	13-JULY-93	CYCLES	49,437
DAMAGE SUMMARY					
REASON	LIGHTING STRIKE				
REPAIR SUMMARY					
CUTOUT SIZE	1” DIA.				
SKIN THICKNESS	0.04” 2024-T3				
DOUBLER THICKNESS	0.05” 2024-T3				
FASTENER TYPE AND DIAMETER	NAS1097DD5				
AD OR S/B REFERENCES					

SHEET	**E-35**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

ER/A NUMBER	257147-14	DATE	13-JULY-93	CYCLES	49,437
DAMAGE SUMMARY					
REASON	LIGHTING STRIKE				
TWO FASTENERS BEING PLACED IN THE EDGE OF THE TEAR STRAP AT STR 6R AND BS 344.					
REPAIR SUMMARY INSTALLED REPAIR DOUBLER EXTERNALLY AND INSTALLED 2024-T3 SHIMS BETWEEN SKIN AND STRINGER JOGGLES					
CUTOUT SIZE	1” DIA.				
SKIN THICKNESS	0.04” 2024-T3				
REPAIR THICKNESS	DOUBLER: 0.063” 2024-T3 FILLER: 0.04” 2024-T3				
FASTENER TYPE AND DIAMETER	NAS1097				
AD OR S/B REFERENCES					

ER/A NUMBER	257156-14	DATE	14-JULY-93	CYCLES	49,437
DAMAGE SUMMARY THE B.S. 348.2 FRAME AT S-11L, WL 250, HAS WEAR DAMAGE ON THE OUTBOARD FLANGE.					
REASON	WEAR DAMAGE				
REPAIR SUMMARY					
CUTOUT SIZE	0.428” X 0.343”				
FLANGE NOMINAL THICKNESS	0.20” 2024-T42				
REMAINING FLANGE THICKNESS	0.150” 2024-T42				
REPAIR DOUBLER THICKNESS	0.063” 2024-T3				
FASTENER TYPE AND DIAMETER	BACB30FN6 BACR15CE10D				
AD OR S/B REFERENCES					

ER/A NUMBER	257158-14	DATE	14-JULY-93	CYCLES	49,437
DAMAGE SUMMARY					
REASON	CORROSION				
REPAIR SUMMARY DUE TO CORROSION, THE SKIN ATTACH FLANGE OF THE FS 720F FRAME WAS TRIMMED OFF BETWEEN S26R AND S27R.					
CUTOUT SIZE					
FRAME THICKNESS	0.071” 7075-T6				
SHEAR TIE REPAIR DOUBLER THICKNESS	0.080” 7075-T6				
FASTENER TYPE AND DIAMETER	BACB30FM6 BACB30FP6 BACB30MC8				
AD OR S/B REFERENCES					

SHEET	**E-36**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE	1/30/03		

ER/A NUMBER	257169-14	DATE	15-JULY-93	CYCLES	49,437
DAMAGE SUMMARY					
REASON	CORROSION				
REPAIR SUMMARY DUE TO CORROSION, THE B.S. 1130 TRANSVERSE FLOOR BEAM HAD CORROSION REMOVED ON THE UPPER, FWD FLANGE AT LBL 38.					
BLEND SIZE	1.5”X1”X0.032” DEEP				
REMAINING FLANGE THICKNESS	0.124” 7075-T6511				
AD OR S/B REFERENCES					

ER/A NUMBER	257174-14	DATE	15-JULY-93	CYCLES	49,439
DAMAGE SUMMARY TWO CRACKS WERE FOUND IN THE VERTICAL FLANGE OF THE LBL 25 AND RBL 40 SEAT TRACKS AT F.S. 758					
REASON	FATIGUE				
REPAIR SUMMARY THE DAMAGED FLANGE WERE TRIMED OUT AND WERE FILLED WITH POTTING COMPOUND TO PREVENT SEAT LEG INSTALLATION AT BETWEEN BS 755 AND BS 760					
CUTOUT SIZE					
FLANGE	7075-T6511				
DOUBLER THICKNESS	N/A				
FASTENER TYPE AND DIAMETER	N/A				
AD OR S/B REFERENCES					

ER/A NUMBER	257196-14	DATE	20-JULY-93	CYCLES	49,437
DAMAGE SUMMARY					
REASON	CORROSION				
CORROSION WAS REMOVED FROM THE LOWER FUSELAGE SKIN BETWEEN 720D AND 720F, AT THE LAP SPLICE AT STR 26R					
REPAIR SUMMARY					
CUTOUT SIZE	17” LONG X2” CUTOUT AT THE EDGE OF THE SKIN 2”X1.5”X0.057” DEEP BLENDED AREA 8.5” AFT OT THE CUTOUT				
SKIN THICKNESS	0.125” 2024-T3				
DOUBLER THICKNESS	0.125” 2024-T3				
FASTENER TYPE AND DIAMETER	BACB30MB8				
AD OR S/B REFERENCES					

SHEET	**E-37**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

ER/A NUMBER	257218-14AD	DATE	22-JULY-93	CYCLES	49,437
DAMAGE SUMMARY					
REASON	CORROSION				
REPAIR SUMMARY A PREVIOUS REPAIR WAS REMOVED AT STATION 720 AND STR 28L. ADDITIONAL CORROSION REMOVAL RESULTED IN THE PREVIOUS SKIN CUTOUT BEING ENLARGED TO 8”X2.5”.					
CUTOUT SIZE	8”X2.5”				
SKIN THICKNESS	0.053” 2024-T3				
DOUBLER THICKNESS	0.071” 2024-T3				
FASTENER TYPE AND DIAMETER					
AD OR S/B REFERENCES	AD 91-09-09 S/B 727-53-0203 R2				

ER/A NUMBER	257224-14	DATE	22-JULY-93	CYCLES	49,437
DAMAGE SUMMARY CORROSION DAMAGE TO FAILSAFE CHORD AT STA 1166 FRAME WAS FOUND AT S-27L AND S-30.					
REASON	CORROSION				
REPAIR SUMMARY					
CUTOUT SIZE	AT S-27L, A 5.0” SECTION OF THE FAIL SAFE CHORD WAS CUTOUT AT S-30, A ¾” WIDE BY1.5” IN LENGTH OF THE FAIL SAFE CHORD WAS TRIMMED				
ORIGINAL ANGLE THICKNESS	0.090” 7075				
DOUBLER ANGLE THICKNESS	INNER ANGLE: 0.050” 7075-T6 OUTER ANGLE: 0.063” 7075-T6 FILLER ANGLE: 0.090” 7075-T6				
FASTENER TYPE AND DIAMETER	BACB30FM8				
AD OR S/B REFERENCES					

ER/A NUMBER	300231-14	DATE	3-SEPT-94	CYCLES	51,480
DAMAGE SUMMARY					
REASON	FATIGUE				
THE DOUBLER ON THE AFT SIDE OF THE FS 870 BULKHEAD WAS FOUND CRACKED AT RBL 15, WL145. THE CRACK IS 1.25” IN LENGTH.					
REPAIR SUMMARY DRILL ¼” DIA HOLE THROUGH DOUBLER TO STOP CRACKING					
BULKHEAD DOUBLER THICKNESS	0.09” 7075-T6				
REPAIR DOUBLER THICKNESS	0.10” 7075-T6				
FASTENER TYPE AND DIAMETER	BACB30FM6, BACB30FM8				

SHEET	**E-38**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

ER/A NUMBER	302708-14AD	DATE	02-NOV.-95	CYCLES	53,569
DAMAGE SUMMARY 1. THE CRACKS ARE ON FWD RH SIDE TRANSVERSE BEAM OF THE LOWER TORQUE BOX AT STATION 1263 2. RH VERTICAL WEB HAS A 1” CRACK AT THE FUEL LINE CUTOUT					
REASON	FATIGUE				
REPAIR SUMMARY 1. TRANSVERSE BEAM REPAIR: REMOVE AND REPLACE THE TRANSVERSE BEAM 2. VERTICAL WEB REPAIR: TRIM OUT DAMAGE SECTION OF WEB.					
CUTOUT SIZE	1” CRACK				
REPAIR WEB DOUBLER THICKNESS	0.04” 2024-T3				
FASTENER TYPE AND DIAMETER	BACR15BB5D BACB30FP8 BACR15CE5D BACB30FM6				
AD OR S/B REFERENCES	AD 94-07-08 S/B 53-0129				

ER/A NUMBER	302709-14	DATE	02-NOV-95	CYCLES	53,569
DAMAGE SUMMARY					
REASON	FATIGUE				
TWO CRACKS IN THE C-1 DOOR OPENING FORWARD FRAME WEB AT STA 560. THE FIRST IS A 1” CRACK IN THE WEB BETWEEN S-19R AND S-20R. THE SECOND IS A ½” CRACK IN THE WEB ABOVE S-23R.					
REPAIR SUMMARY					
CUTOUT SIZE					
WEB THICKNESS	0.071” 7075-T6				
REPAIR DOUBLER THICKNESS	0.05” 6AL-4V TITANIUM (REPAIR BETWEEN S-19R AND S-20R) 0.08” 7075-T6 (REPAIR IN THE WEB ABOVE S-23R)				
FASTENER TYPE AND DIAMETER	HLT410 TITANIUM HI-LOKS (REPAIR BETWEEN S-19R AND S-20R)				
AD OR S/B REFERENCES					

SHEET	**E-39**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

ER/A NUMBER	302710-14AD	DATE	02-NOV-95	CYCLES	53,569
DAMAGE SUMMARY TWO ¼" CRACKS WERE FOUND AT RH SIDE WALL OF NOSE LANDING GEAR WHEEL WELL AT STA 277.					
REASON	FATIGUE				
REPAIR SUMMARY					
CUTOUT SIZE	¼" DIA.				
WALL THICKNESS	0.040" 2024-T3				
REPAIR DOUBLER THICKNESS	0.050" 2024-T3				
FASTENER TYPE AND DIAMETER					
AD OR S/B REFERENCES	AD 90-06-09 S/B B727-53-0145, REV. 1				

ER/A NUMBER	302714-14	DATE	2-NOV.-95	CYCLES	53,569
DAMAGE SUMMARY					
REASON	CORROSION				
REPAIR SUMMARY CORROSION WAS FOUND ON THE UPPER SKIN AT THE S-24R LAP JOINT BETWEEN STA 294.5 AND STA 312.					
CUTOUT SIZE	12.5"X3"				
SKIN THICKNESS	0.040" 2024-T3				
REFERENCES	727 SRM 52-30-3, FIG. 14 DETAIL 4				

SHEET	**E-40**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

ER/A NUMBER	303831-14	DATE	9-JUL-96	CYCLES	54,966
DAMAGE SUMMARY					
REASON	CORROSION				
FUSELAGE SKIN AT THE LWR REAR CORNER OF THE L1 DOOR WAS CUTOUT. THE AREA REMOVED IS APPROXIMATELY 3.5” IN FORE AND AFT DIRECTIONS AND 3.0” UP AND DOWN, AND CONSISTS OF THE SKIN AND DOUBLER ONLY					
REPAIR SUMMARY					
CUTOUT SIZE	3.0”X3.5”				
SKIN THICKNESS	A BONDED ASSEMBLY 0.056” CLAD SKIN AND A 0.020” CLAD INTERNAL DOUBLER				
DOUBLER THICKNESS	0.090” 2024-T3 CLAD REPAIR DOUBLER AND 0.080” 2024-T3 FILLER				
FASTENER TYPE AND DIAMETER	BACR15CE5D, BACR15CE6D AND BACB30FN6				
AD OR S/B REFERENCES					

ER/A NUMBER	303866-14	DATE	13-JULY-96	CYCLES	54,966
DAMAGE SUMMARY THE NLG WHEEL WELL LH SIDE WALL PANEL WAS FOUND TO HAVE A CRACK AT STA 277 AT WL 165.					
REASON	FATIGUE				
REPAIR SUMMARY					
CUTOUT SIZE	5/8” IN LENGTH				
SKIN THICKNESS	0.04” 2024-T3				
DOUBLER THICKNESS	0.05” 2024-T3				
FASTENER TYPE AND DIAMETER					
AD OR S/B REFERENCES	AD 90-06-09 S/B 727-53-0145				

ER/A NUMBER	303892-14AD	DATE	19-JULY-96	CYCLES	54,697
DAMAGE SUMMARY A CRACK WAS FOUND IN THE LH SIDE “F-N” COCKPIT WINDOW POST DURING S.I. 4-35207-12AD INSPECTION.					
REASON	FATIGUE				
REPAIR SUMMARY REPAIR PER S/B 727-53-0086 REV 11					
CUTOUT SIZE					
SKIN THICKNESS					
DOUBLER THICKNESS					
FASTENER TYPE AND DIAMETER					
AD OR S/B REFERENCES	AD 93-05-17 & 90-06-09 S/B 727-53-0086 REV 11				

ER/A NUMBER	303897-14	DATE	20-JULY-96	CYCLES	54,966
DAMAGE SUMMARY THE EXISTING UPPER HINGE CUTOUT REPAIR DOES NO COMPLY WITH THE E.O. 4-60829-3 BECAUSE FEWER FASTENERS THAN REQUIRED ARE INSTALLED.					
REASON	FATIGUE				
REPAIR SUMMARY					
CUTOUT SIZE	4.25”X3”				
SKIN THICKNESS	2024-T3				
DOUBLER THICKNESS	2024-T3				
FASTENER TYPE AND DIAMETER					
AD OR S/B REFERENCES	S/B 727-53-0198				

ER/A NUMBER	331394-14	DATE	11-FEB-98	CYCLES	
DAMAGE SUMMARY					
REASON	WEAR DAMAGE				
REPAIR SUMMARY THE LBL AND RBL 50 VERTICAL STANCHIONS OF THE AFT WALL OF THE FWD BAG BIN AT STA 720D					
CUTOUT SIZE					
ORIGINAL CHANNEL THICKNESS	0.094” 7075-T6511				
REPAIR CHANNEL THICKNESS	0.063” 4130 STEEL REPAIR ANGLE FILLER 0.090” 7075-T6				
FASTENER TYPE AND DIAMETER	BACB30FM6 BACB30FN6				
AD OR S/B REFERENCES					

ER/A NUMBER	361882-14	DATE	12-MAY-97	CYCLES	56,551
DAMAGE SUMMARY (MINOR)					
REASON	WEAR				
THE LH NLG TRUNNION ATTACH FITTING HAD AN ELONGATED HOLE COMMON TO THE FWD BOLT JOINING THE FITTING AND BEARING CAP. THE HOLE WAS OVERSIZED TO 0.971” DIA TO CLEAN UP THE HOLE. THE NOMINAL HOLE SIZE IS 0.875” PER B/P SPECS.					
REPAIR SUMMARY					
NOMINAL HOLE SIZE	0.875” DIA				
OVERSIZED HOLE SIZE	0.971” DIA				
REWORK LIMIT	0.942” DIA. (B727 M/M 53-40-0 PROVIDED LIMITS)				
MATERIAL	7075-T73				
AD OR S/B REFERENCES					

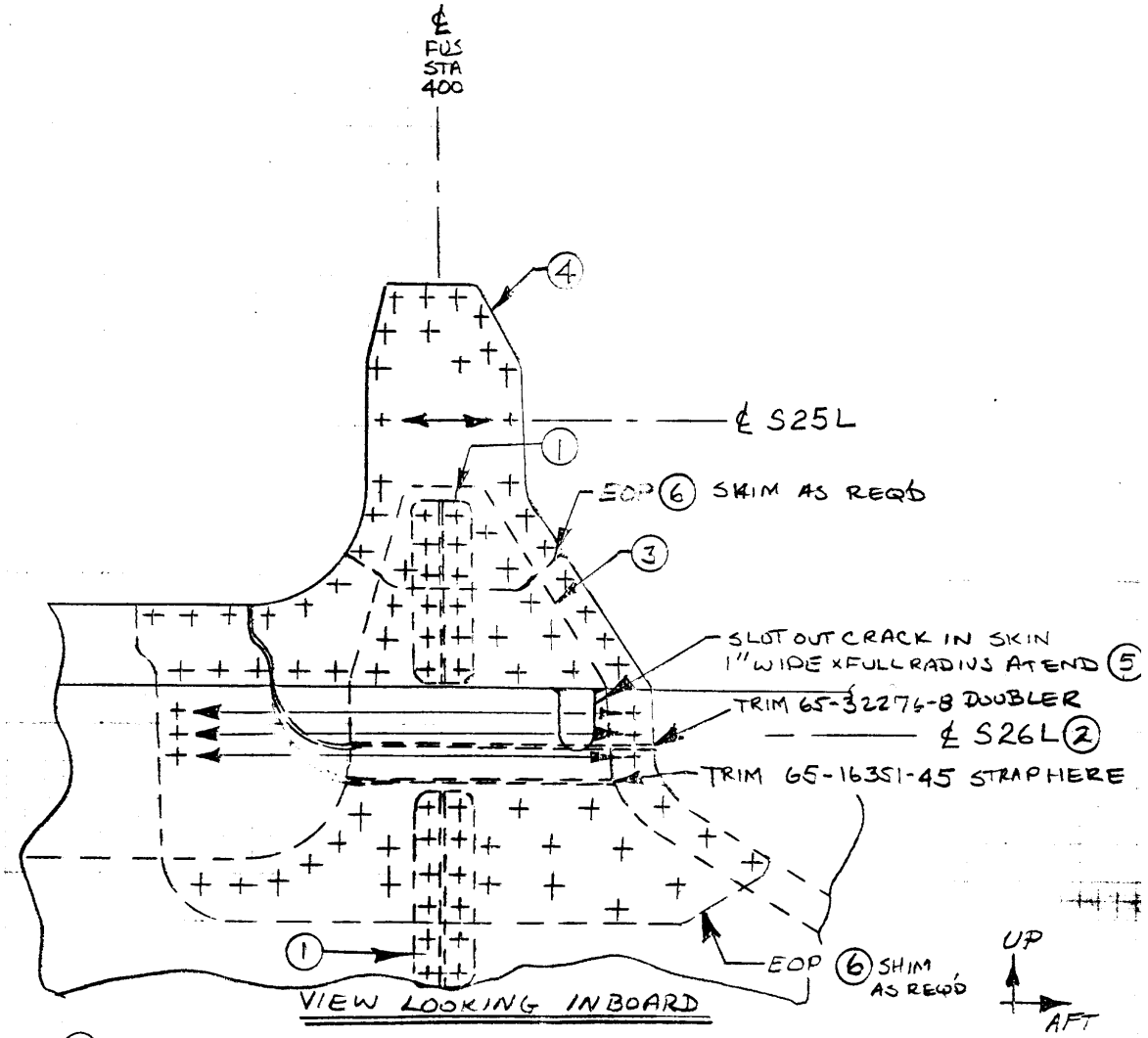
SHEET	**E-42**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

ER/A NUMBER	361888-14	DATE	12-MAY-97	CYCLES	56,551
DAMAGE SUMMARY					
REASON	CORROSION				
REPAIR SUMMARY DUE TO CORROSION, THE LH B.S. 950 BULKHEAD SIDE FITTING AFT BEARING BORE HAS BEEN OVERSIZED TO REMOVE CORROSION.					
NOMINAL DIA.	3.530” 7075-T73				
REWORK DIA.	3.568” 7075-T73				
REPAIR DOUBLER THICKNESS					
FASTENER TYPE AND DIAMETER					
AD OR S/B REFERENCES					

ER/A NUMBER	362849-14	DATE	27-SEPT.-97	CYCLES	57,319
DAMAGE SUMMARY					
REASON	CORROSION				
REPAIR SUMMARY SKIN AT STA AND 680 S-28R WAS CORRODED AND WAS CUTOUT					
CUTOUT SIZE	4.25”X3”				
SKIN THICKNESS	2024-T3				
DOUBLER THICKNESS	2024-T3				
FASTENER TYPE AND DIAMETER					
REFERENCES	727 SRM 53-30-3 FIG. 3A				

ENGINEERING DEPARTMENT

SHEET	**E-43**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

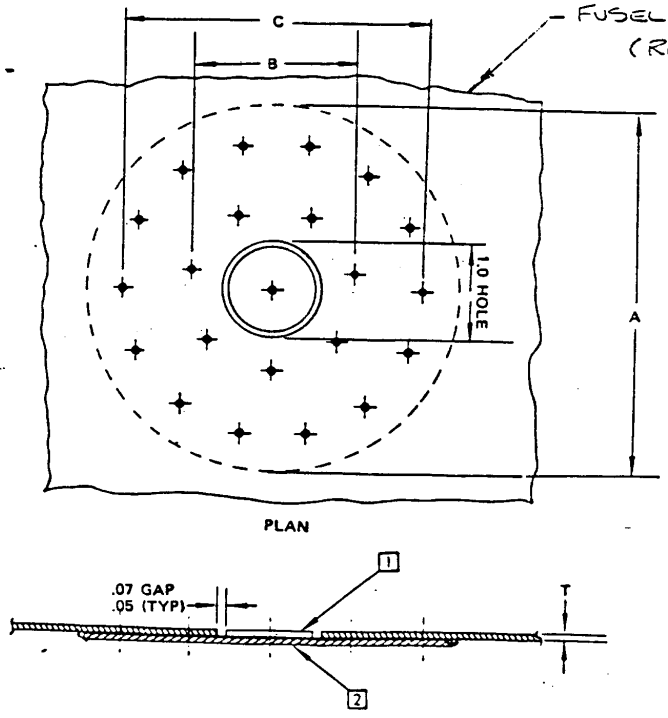


1. SHIM EXISTING STRUCTURE WITH .090 2024-T3
2. SHIM S26L SPLICE CHANNEL TO ACCOUNT FOR DOUBLER THICKNESS
3. REPLACEMENT SECTION OF 65-16351-45 STRAP (.063 2024-T3 CLAD)
4. REPLACEMENT SECTION OF 65-32276-8 DOUBLER (.050 2024-T3 CLAD)
5. SKIN FILLER - .040 2024-T3 CLAD
6. INTERNAL .090 TYPE 301 CRES ½ HARD REPAIR DOUBLER
7. SIZE AS REQ'D TO PICK UP FASTENERS SHOWN.
8. IN AREAS WHERE FASTENERS ARE NOT EXISTING, INSTALL NAS1097DD6 3/4"-1" O.C. REPLACE EXISTING FASTENERS WITH SAME TYPE AS REMOVED.

Repair Figure, 217110-14 (Fuselage Skin)

T (SKIN INCHES)	T (PATCH INCHES)	A INCHES	B INCHES	C INCHES	INNER RIVET CIRCLE		OUTER RIVET CIRCLE	
					NUMBER	TYPE	NUMBER	TYPE
.040	.050	3.80	1.70	3.10	7	XF$\frac{5}{CT}$	14	XF$\frac{5}{CT}$
.045	.050	3.80	1.70	3.10	7	XF$\frac{5}{CT}$	14	XF$\frac{5}{CT}$
.050	.063	4.30	1.80	3.50	6	XF$\frac{6}{CT}$	13	XF$\frac{6}{CT}$
.063	.071	4.30	1.80	3.50	6	XF$\frac{6}{CT}$	13	XF$\frac{6}{CT}$
.071	.090	5.25	2.00	4.25	5	XF$\frac{8}{CT}$	12	XF$\frac{8}{CT}$
.090	.100	5.25	2.00	4.25	5	XF$\frac{8}{CT}$	12	XF$\frac{8}{CT}$

XF$\frac{(\ )}{T}$ = CR3242-( ) RIVETS IN TEMP. EXTERNAL REPAIRS (ER/A PART I REP
= NAS1097DD( ) RIVETS IN PERM. FLUSH REPAIRS (ER/A PART II REPA

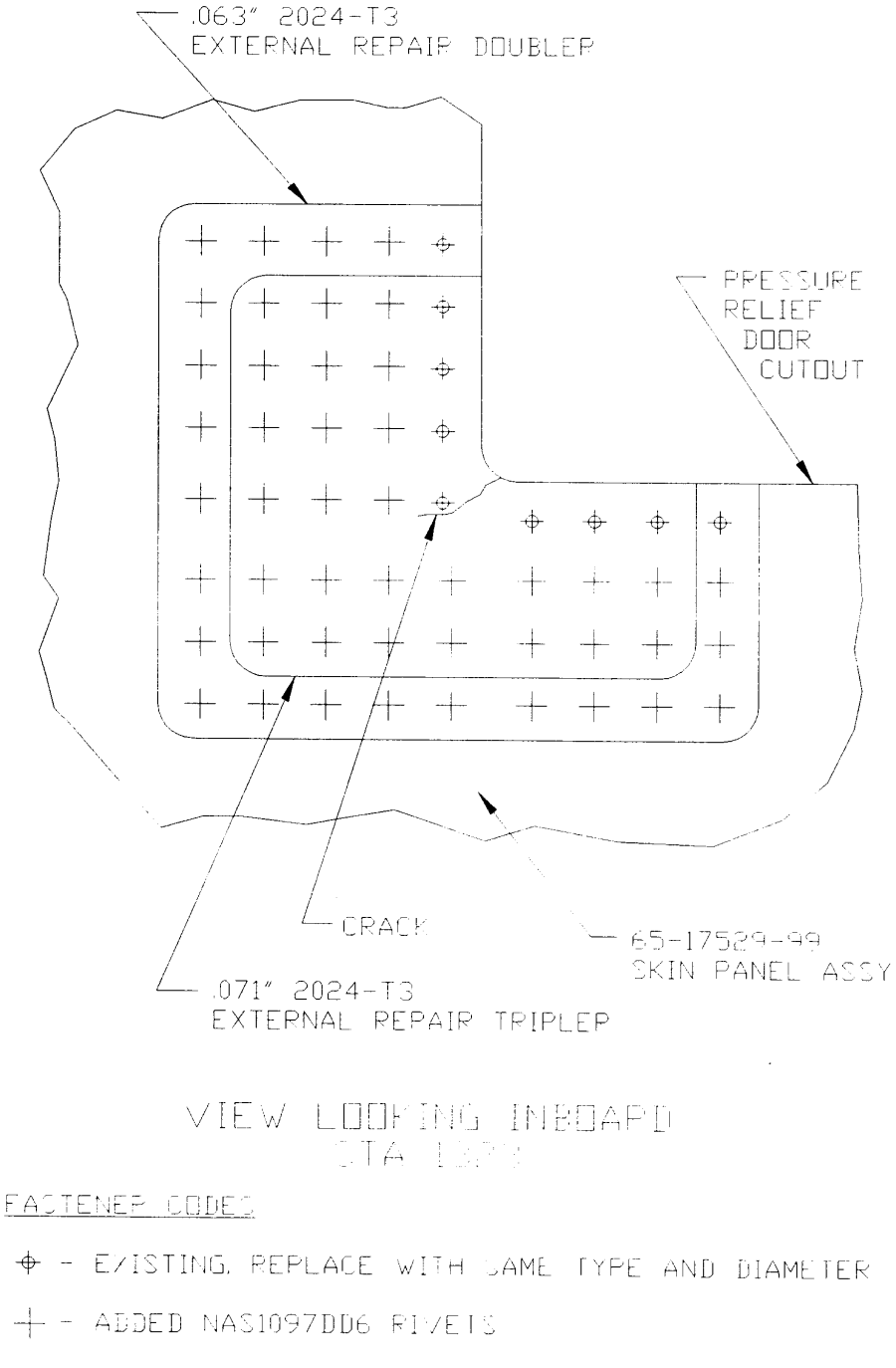


SECTION THROUGH REPAIR

NOTES: (1) INSTALL ITEM 2 AS EXTERNAL SCAB DOUBLER FOR ER/A PART I - TEMP. REPAIR.
(2) INSTALL ITEM 1 AS INTERNAL REPAIR DOUBLER WITH FLUSH INLAY FOR ER/A PART II - PERM. REPAIR.

Repair Figure, 217139-14 (Fuselage Skin)

SHEET	**E-45**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Repair Figure, 233099-14 (Fuselage Skin)

SHEET	**E-46**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

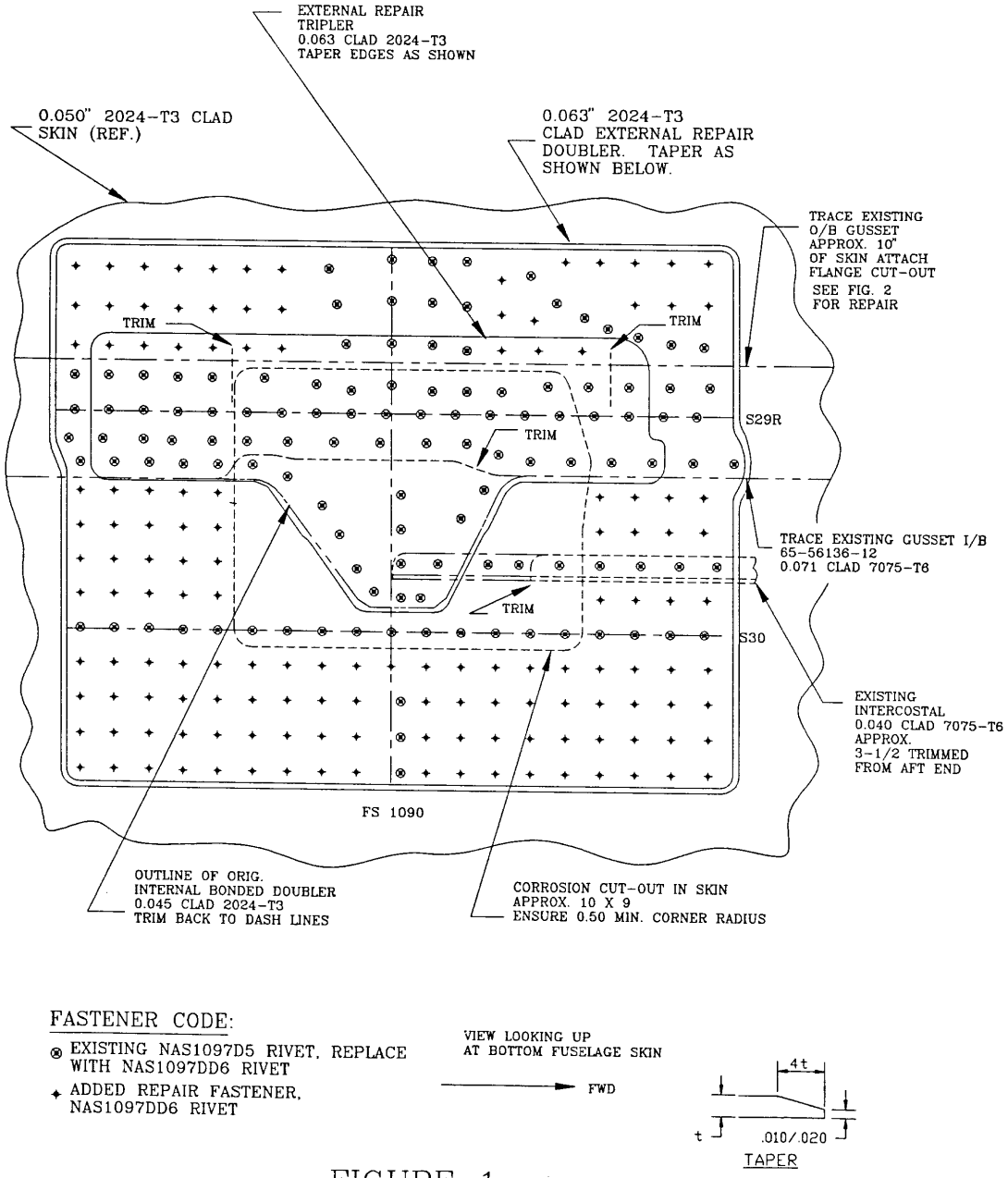


FIGURE 1

REPAIR OF SKIN AND INNER DOUBLER

Repair Figure 1, 235329-14 (Fuselage Skin and Intercostal)

SHEET	**E-47**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

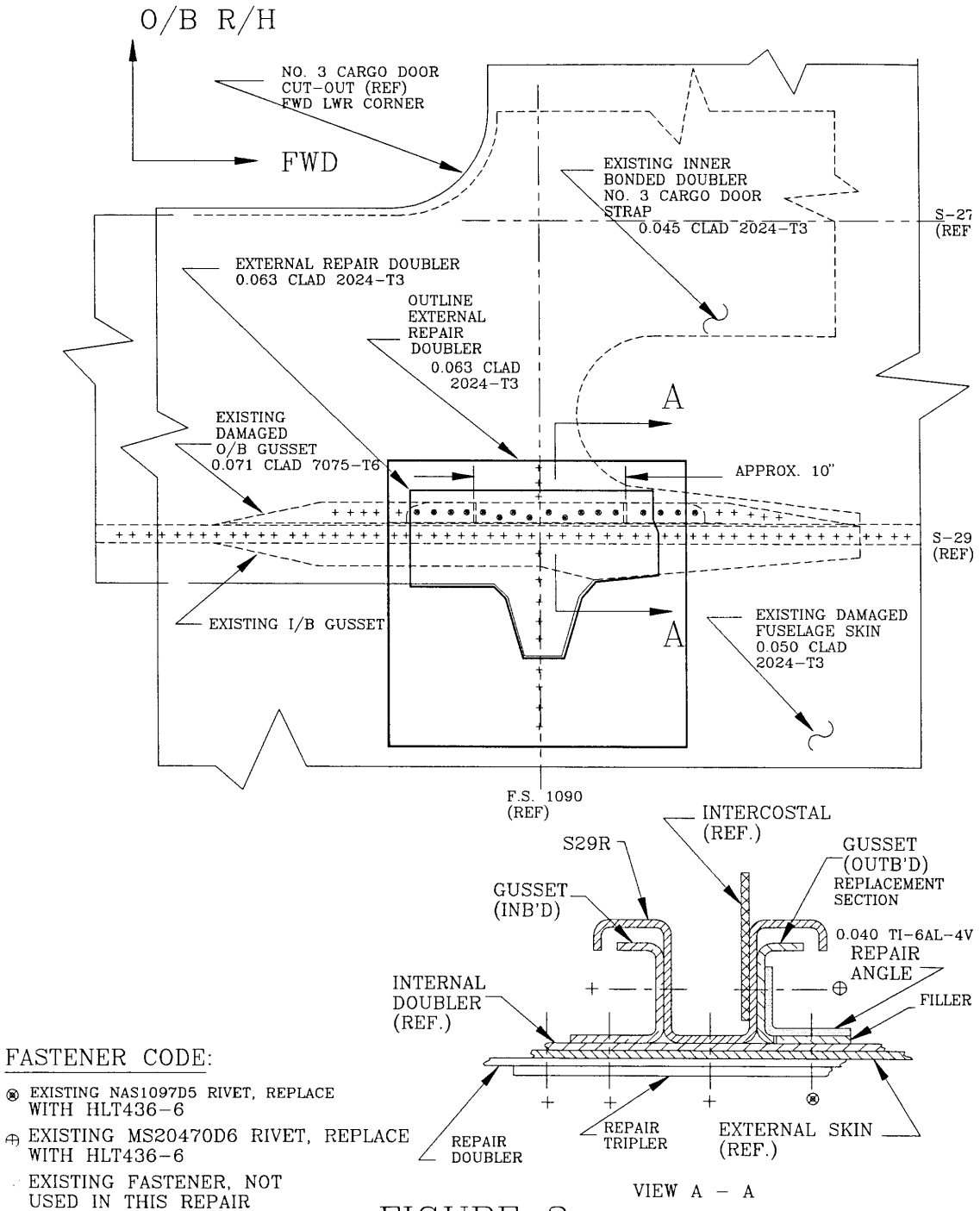
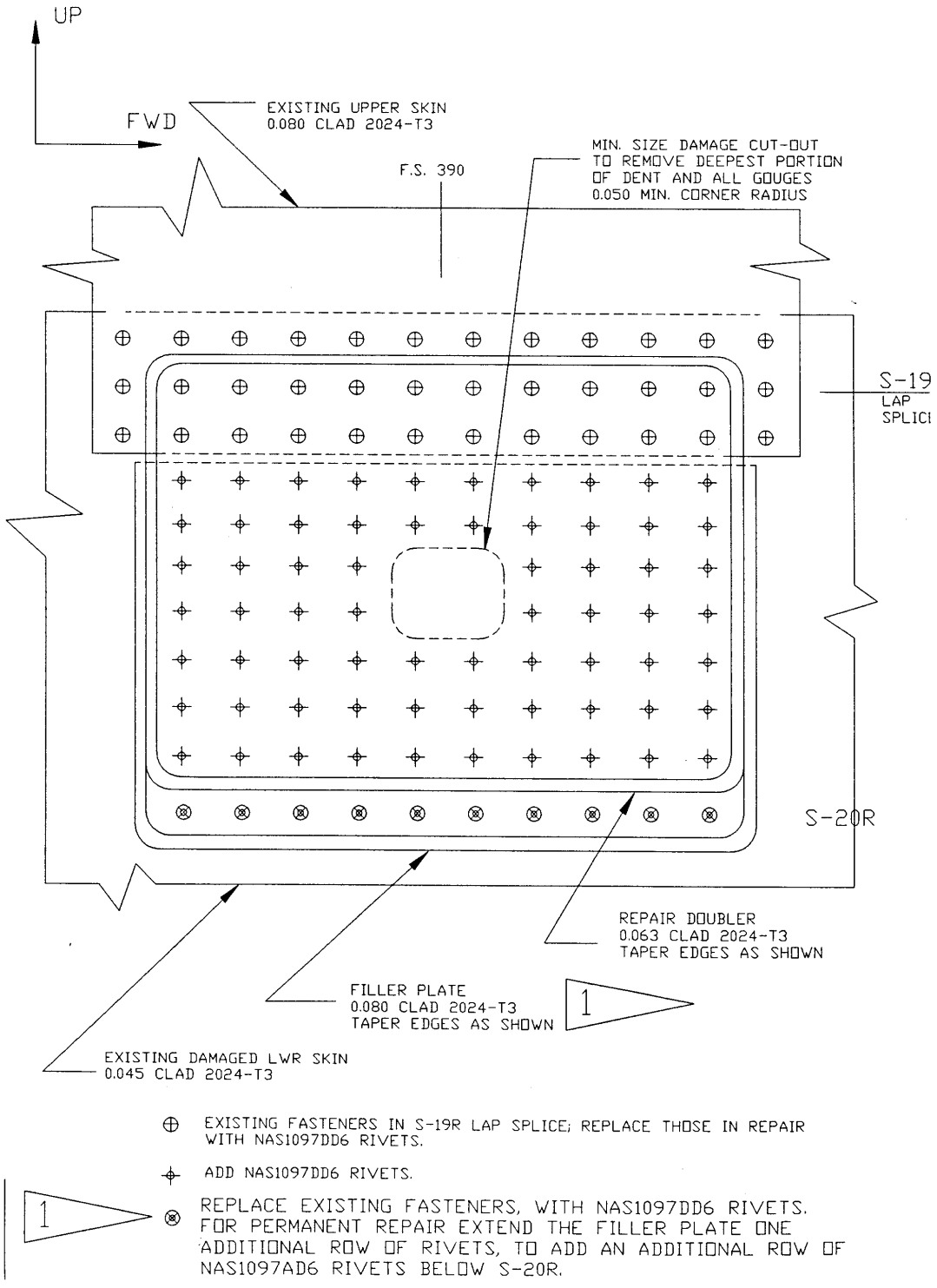


FIGURE 2

REPAIR OF GUSSET AT S-29R

Repair Figure 2, 235329-14 (Fuselage Skin and Intercostal)

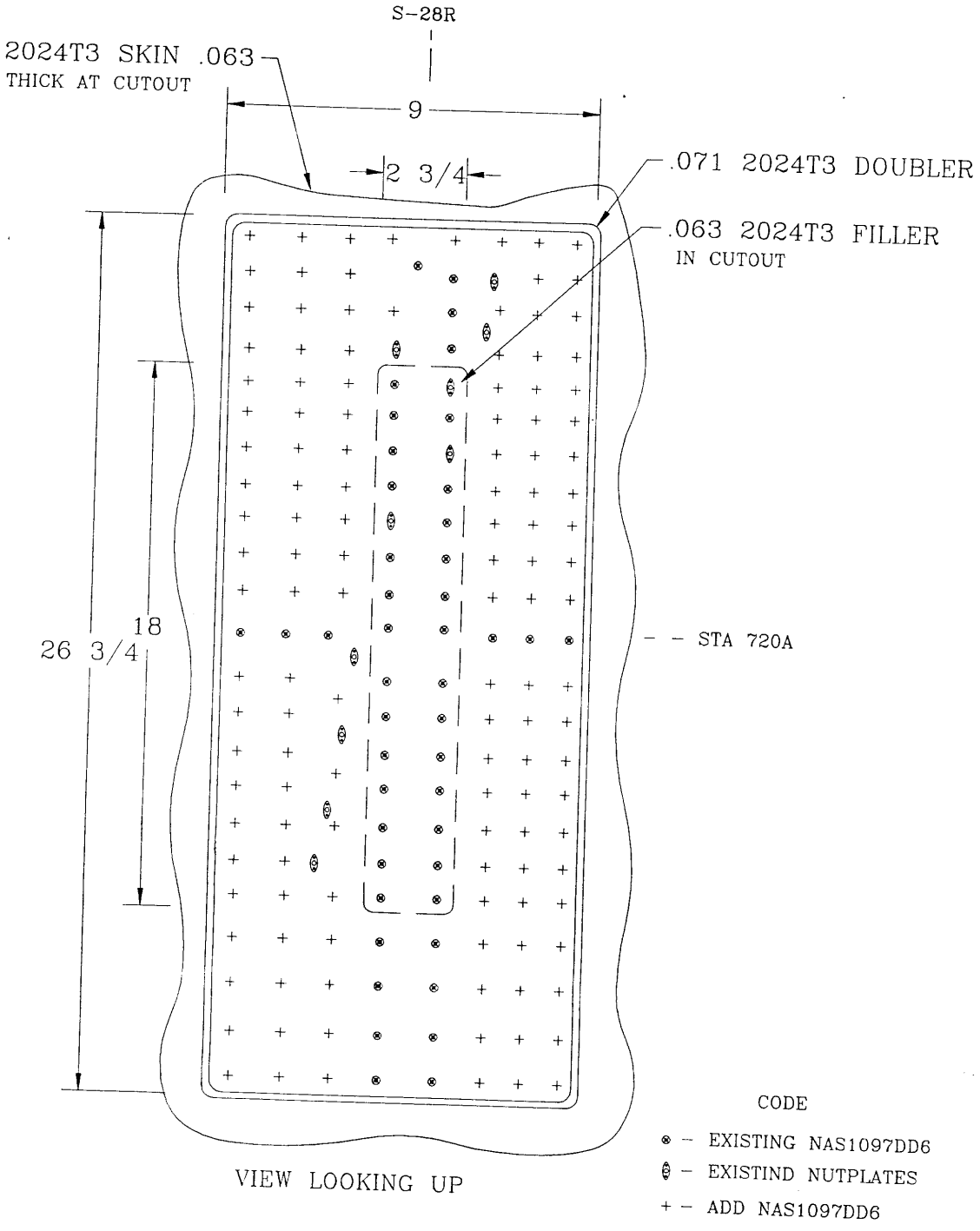
SHEET	**E-48**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Repair Figure, 236222-14 (Fuselage Skin)

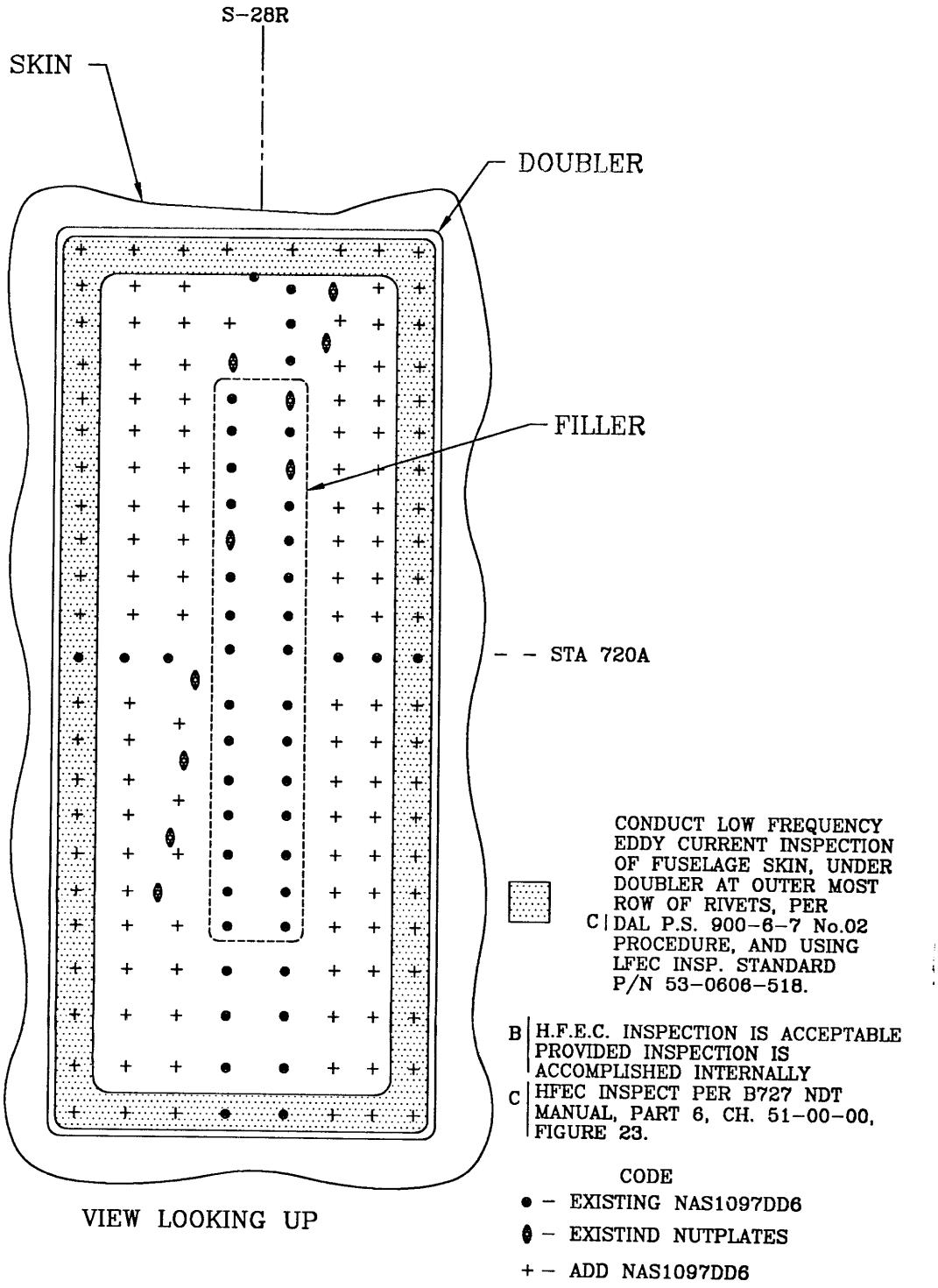
ENGINEERING DEPARTMENT

SHEET	**E-49**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Repair Figure 1, 236435-14 (Fuselage Skin)

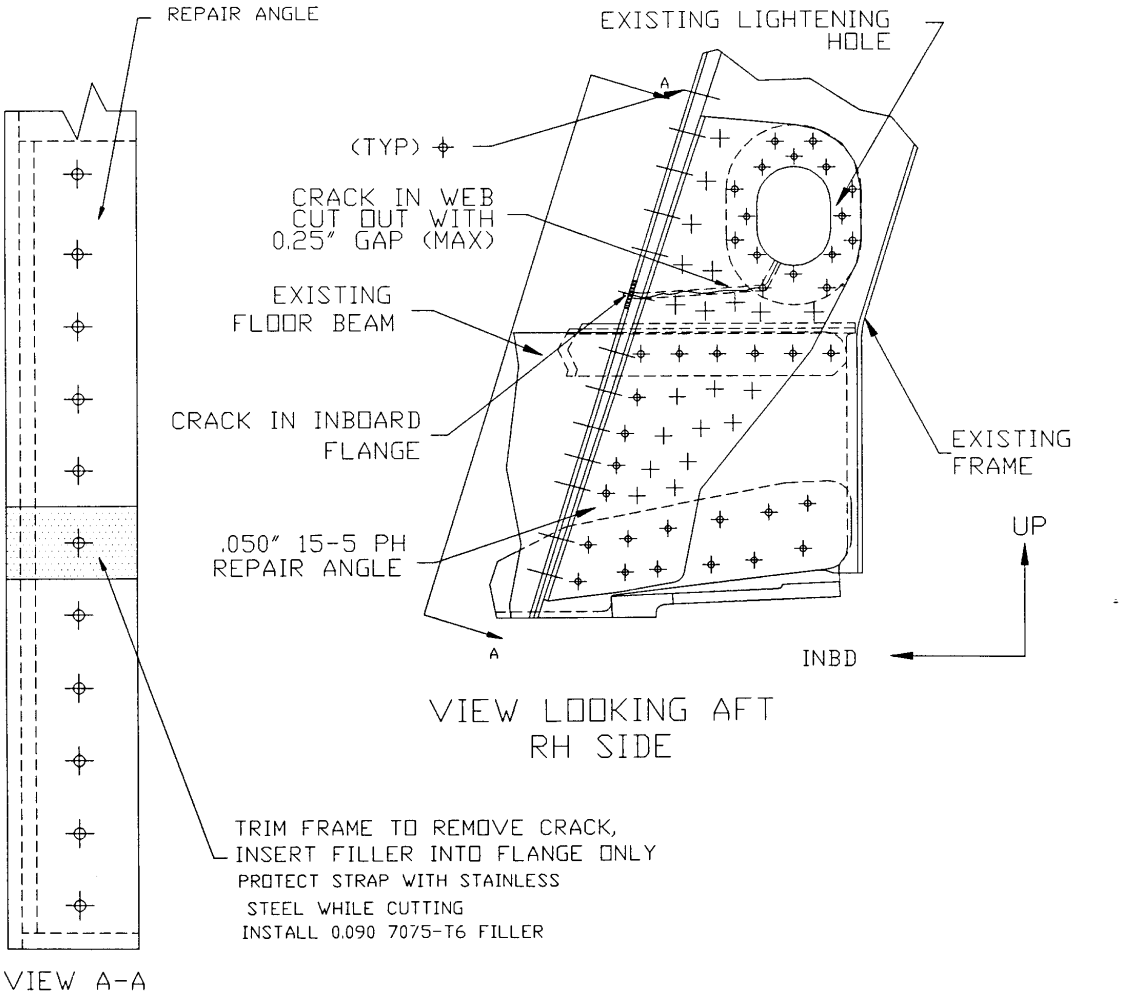
SHEET	**E-50**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Repair Figure 2, 236435-14 (Fuselage Skin)

ENGINEERING DEPARTMENT

SHEET	**E-51**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



FASTENER CODES

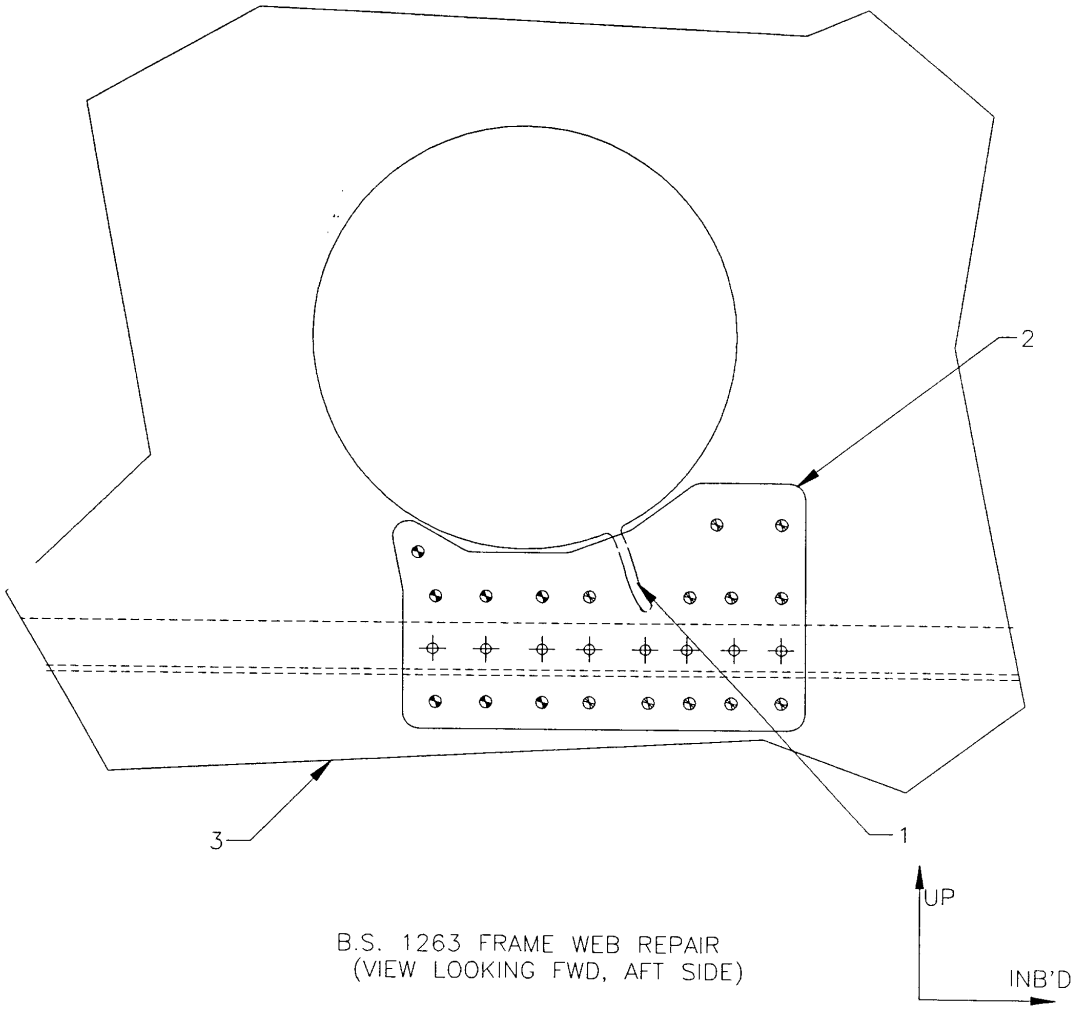
⊕ EXISTING, REPLACE WITH SAME TYPE AND DIAMETER

+ ADDED MS20470DD8 RIVETS

Repair Figure, 236437-14 (Fuselage Frame Web)

ENGINEERING DEPARTMENT

SHEET	**E-52**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

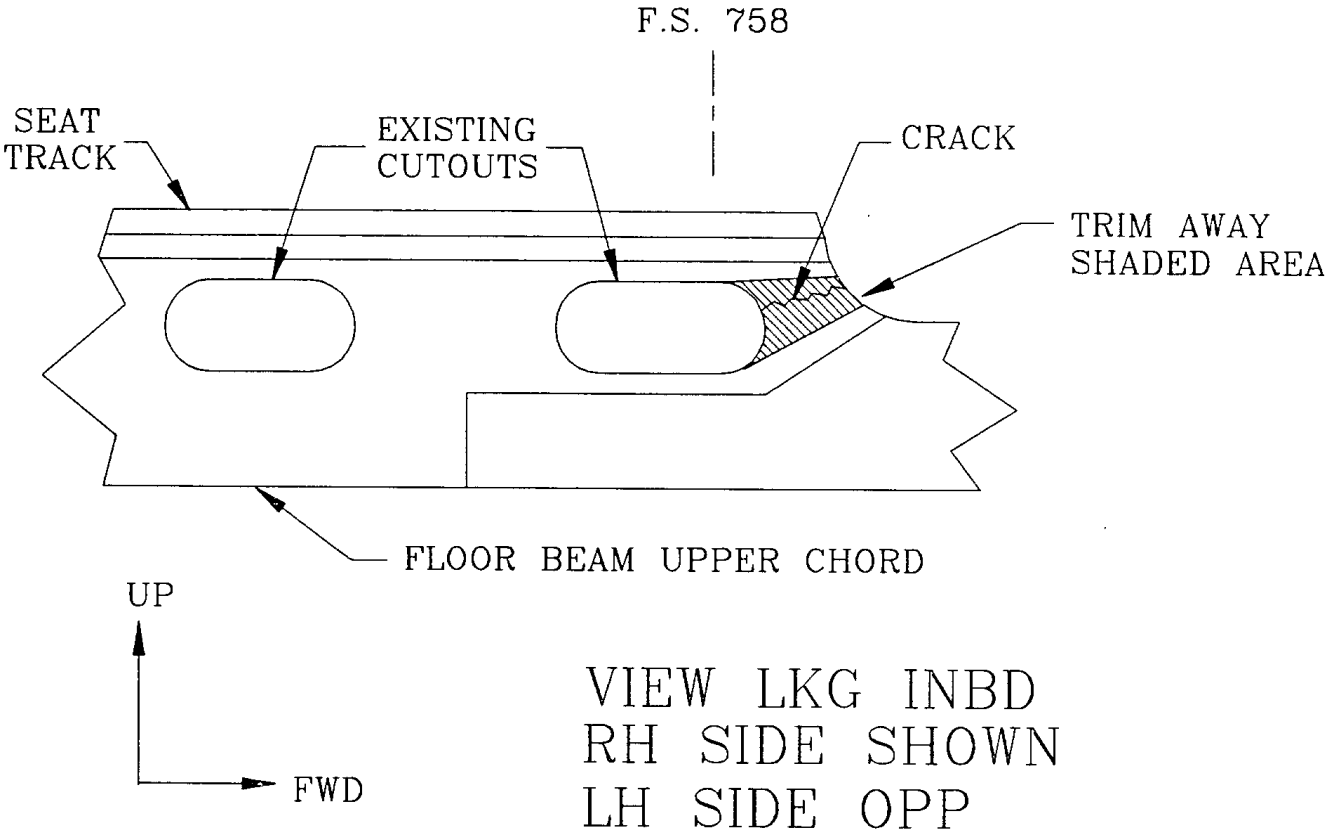


B.S. 1263 FRAME WEB REPAIR
(VIEW LOOKING FWD, AFT SIDE)

NOTES:
1 – SLOTTED CRACK, 0.25" WIDE
2 – 0.032 7075–T6 CLAD REPAIR DOUBLER
3 – 0.025 7075–T6 CLAD FRAME WEB (65–15704–29 REF.)
⊕ – EXISTING FASTENER, INSTALL MS20470DD5 RIVET
● – ADDED FASTENER, INSTALL MS20470DD5 RIVET

Repair Figure, 257124-14 (Fuselage Frame Web)

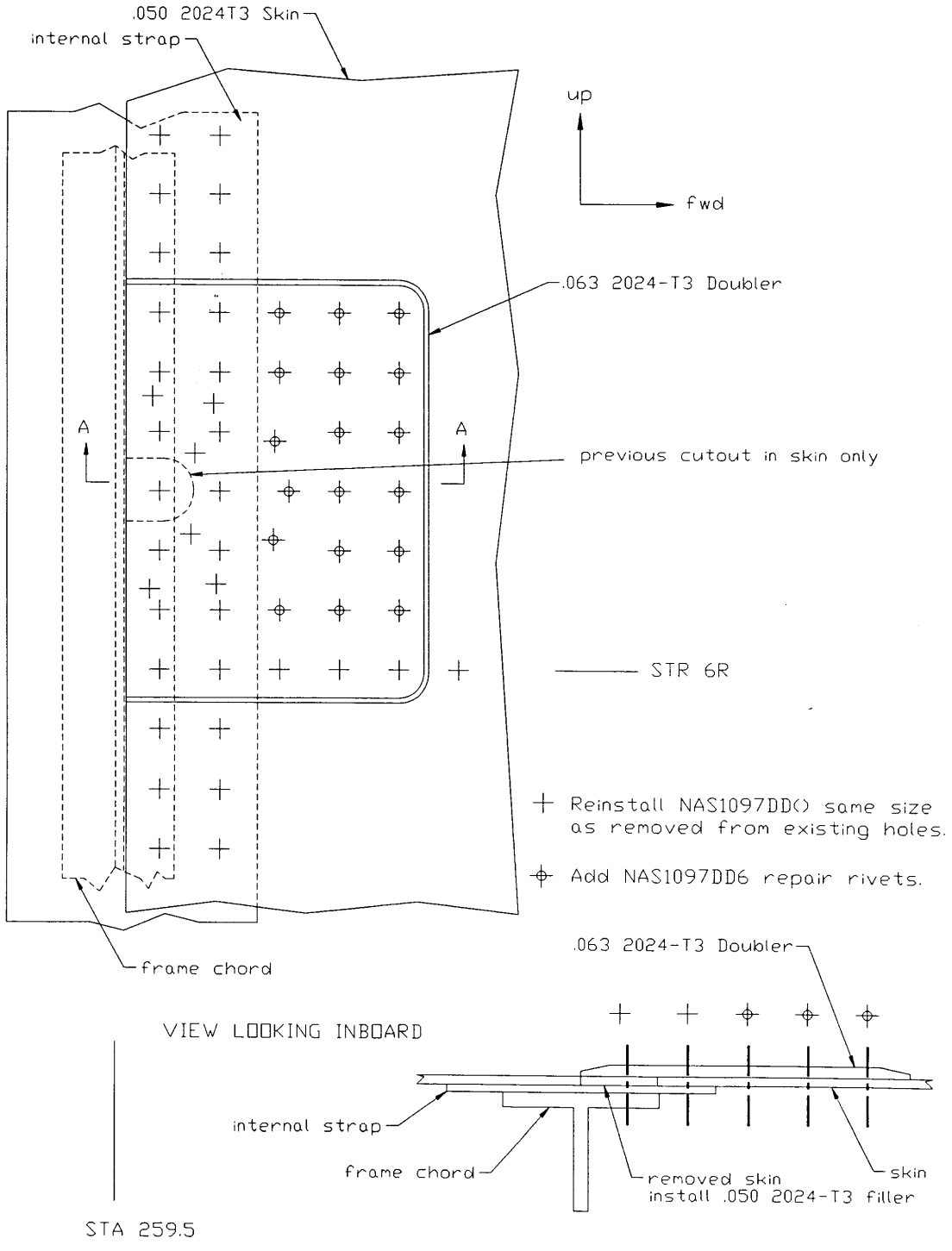
SHEET	**E-53**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Repair Figure, 257131-14 (Floor Beam)

ENGINEERING DEPARTMENT

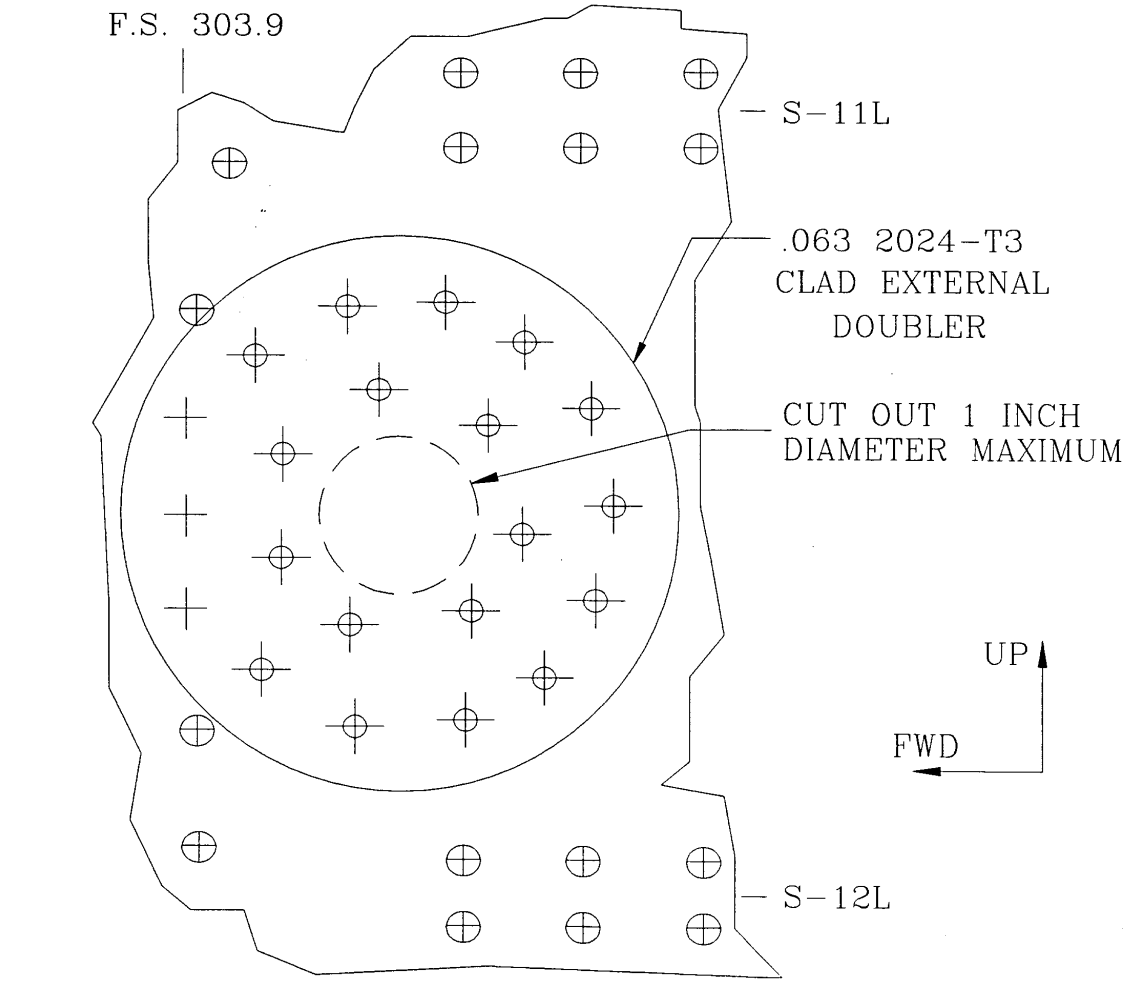
SHEET	**E-54**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Repair Figure, 257138-14 (Fuselage Skin)

ENGINEERING DEPARTMENT

SHEET	**E-55**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

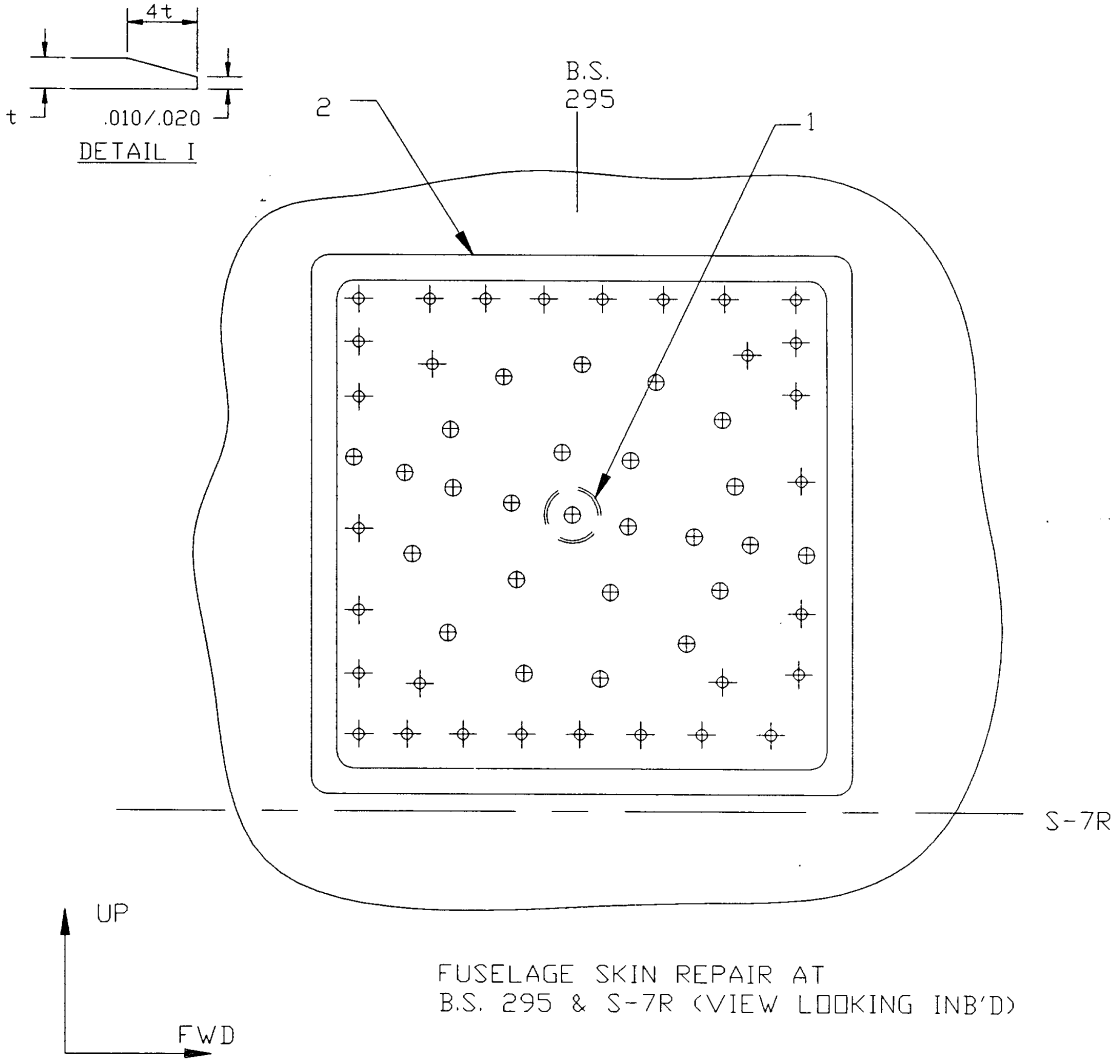


FASTENER CODE:

- EXISTING, REPLACE WITH SAME SIZE AND TYPE AS REMOVED
- ADDED, USE NAS1097DD5 RIVETS
- EXISTING (FOR REFERENCE ONLY)

Repair Figure, 257139-14 (Fuselage Skin)

SHEET	**E-56**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

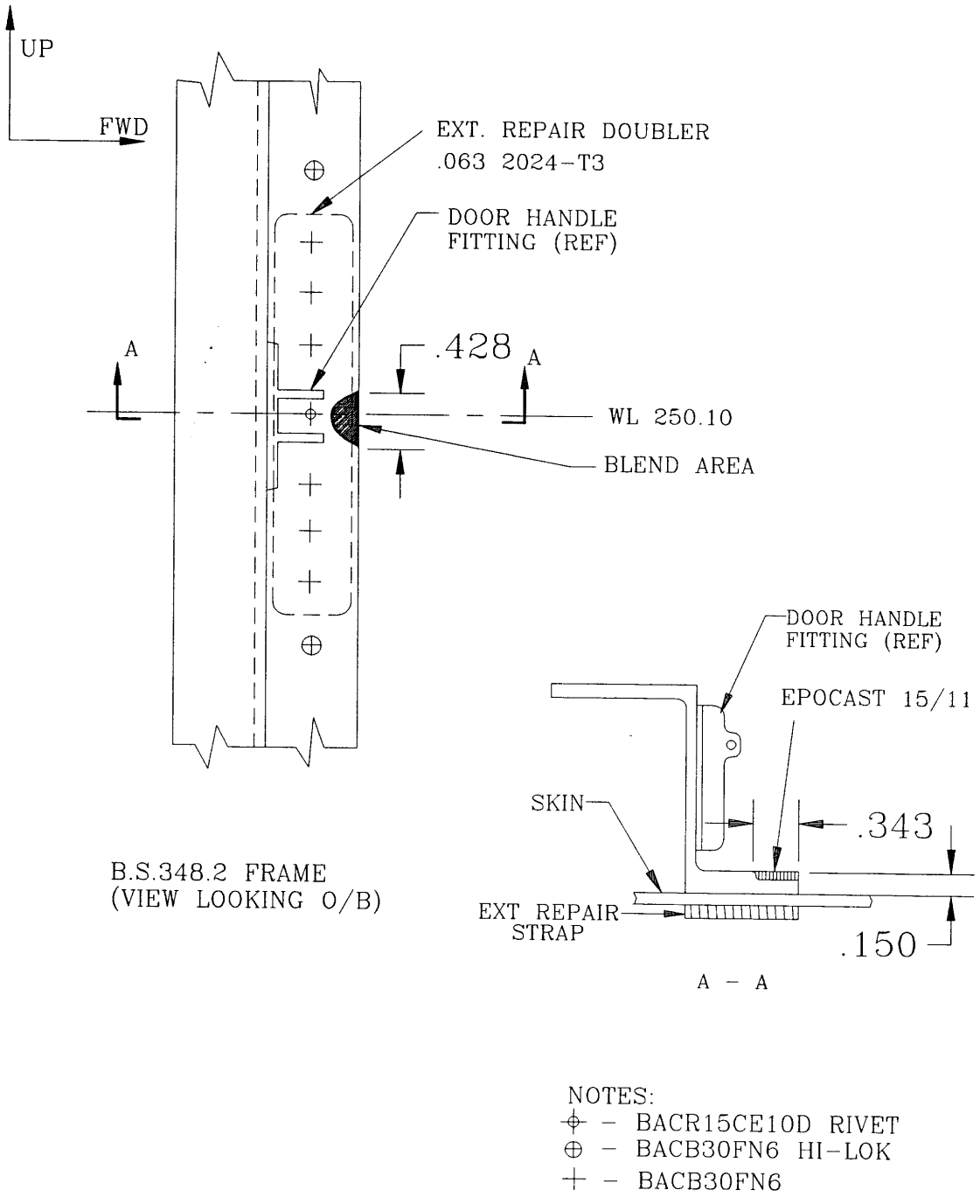


NOTES:
1 - EXISTING CUTOUT AND .040 2024-T3 CLAD REPAIR FILLER
2 - 0.063 2024-T3 CLAD REPAIR DOUBLER, TAPER EDGES PER DETAIL I
⊕ - EXISTING FASTENER, INSTALL NAS1097DD6
⊕ - ADDED FASTENER, INSTALL NAS1097DD5

Repair Figure, 257141-14 (Fuselage Skin)

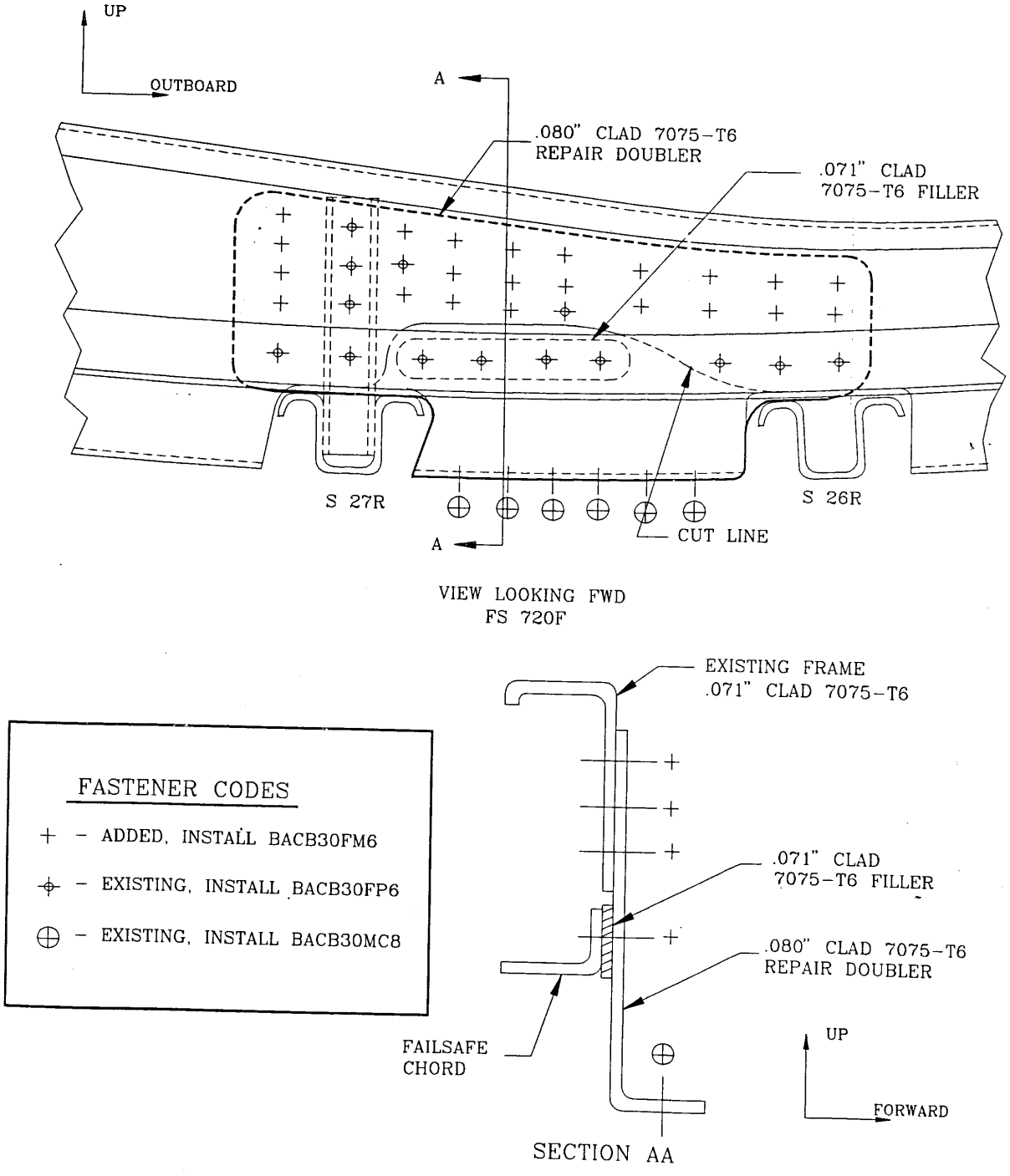
ENGINEERING DEPARTMENT

SHEET	**E-57**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



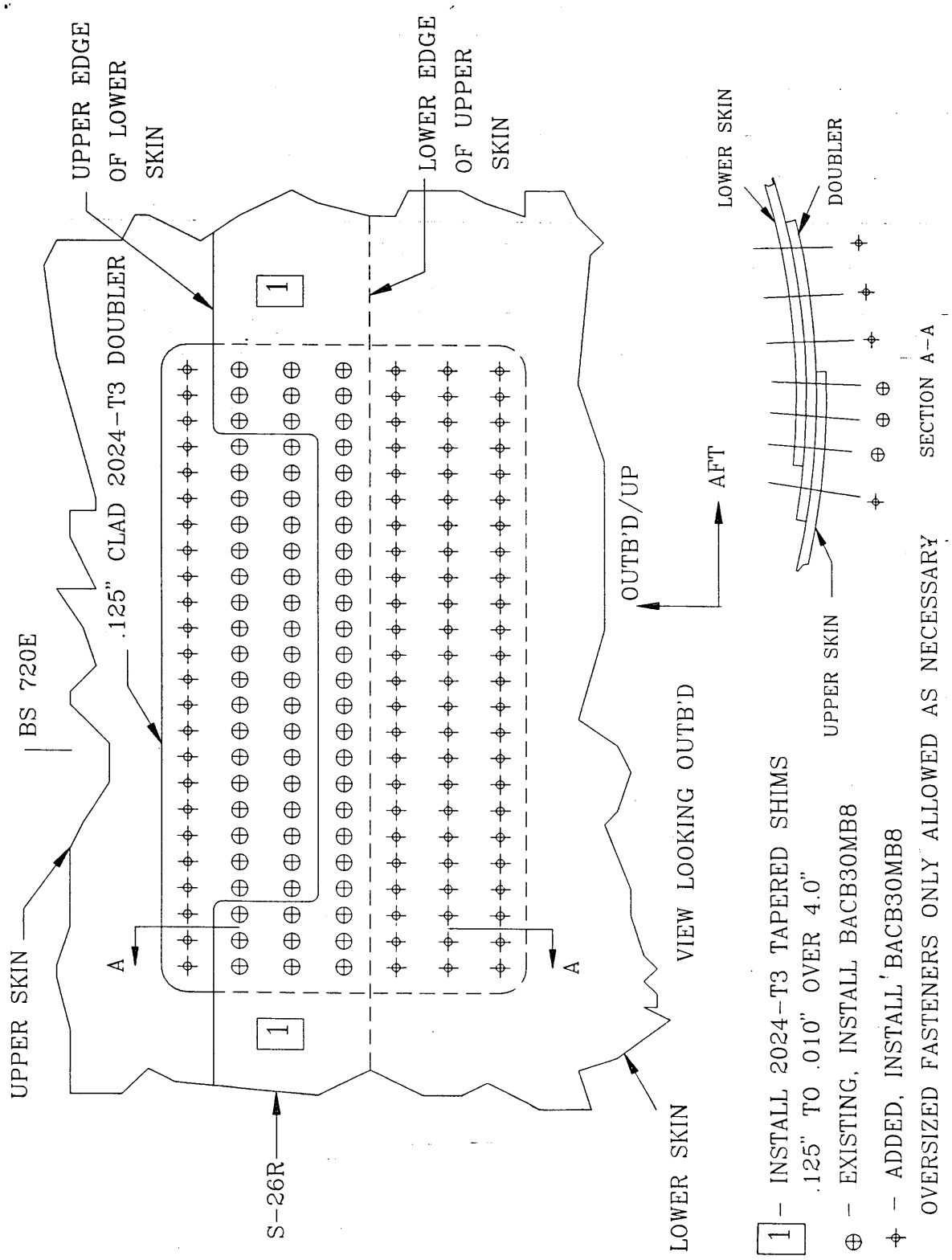
Repair Figure, 257156-14 (Fuselage Frame)

SHEET	**E-58**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Repair Figure, 257158-14 (Fuselage Frame)

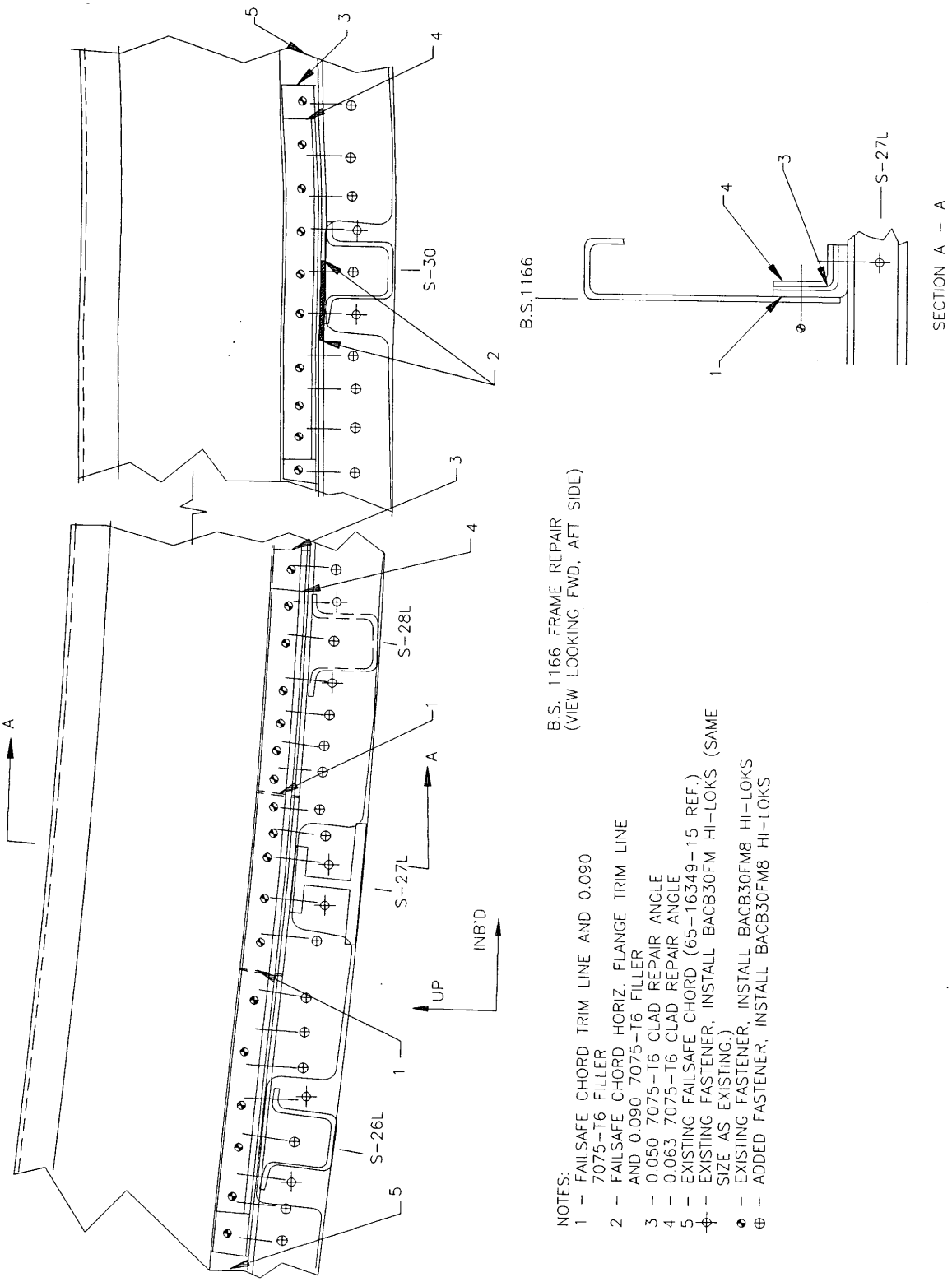
SHEET	**E-59**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Repair Figure, 257196-14 (Fuselage Skin at Lap Joint)

ENGINEERING DEPARTMENT

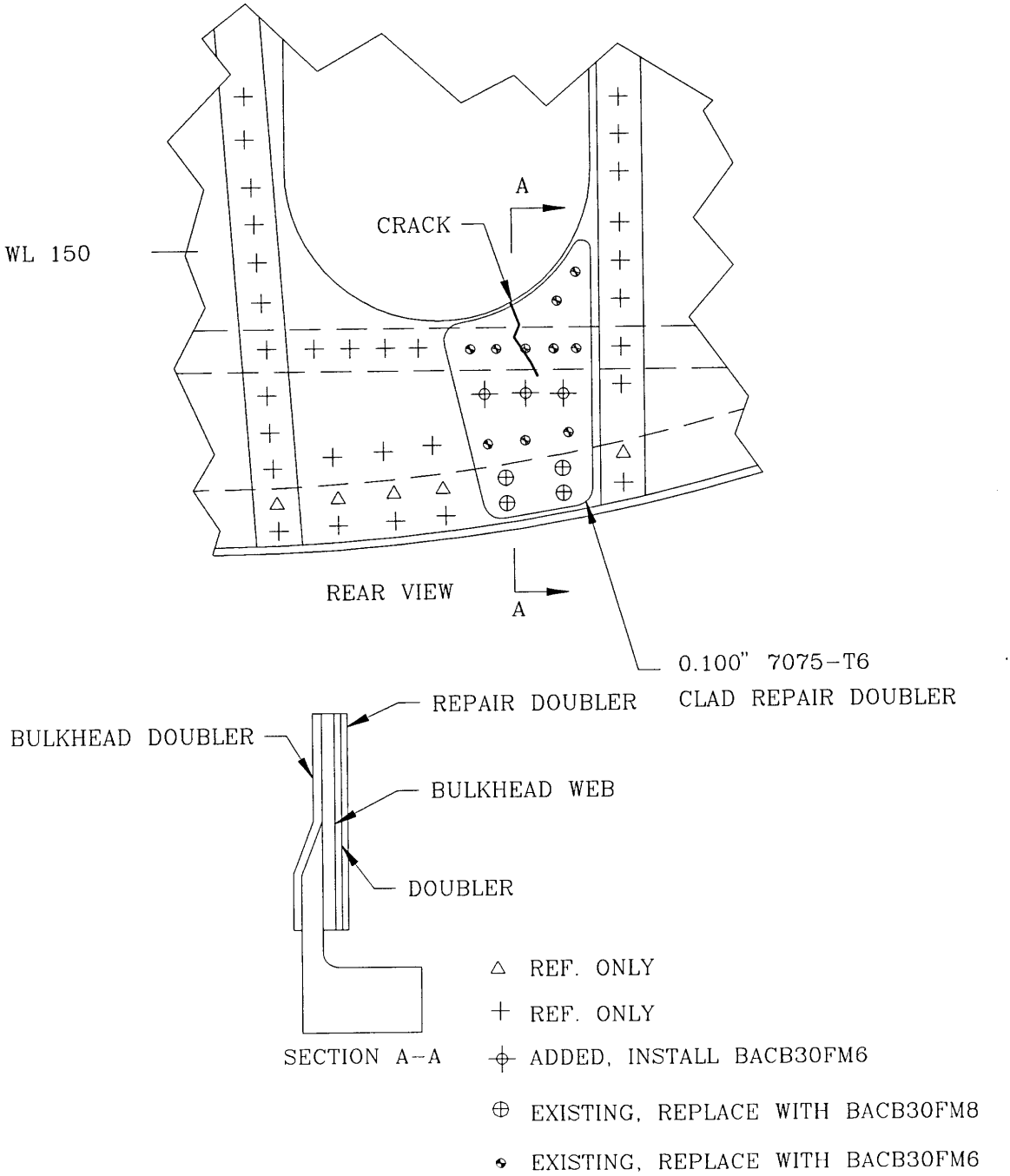
SHEET	**E-60**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Repair Figure, 257224-14 (Fuselage Frame F/S Chord)

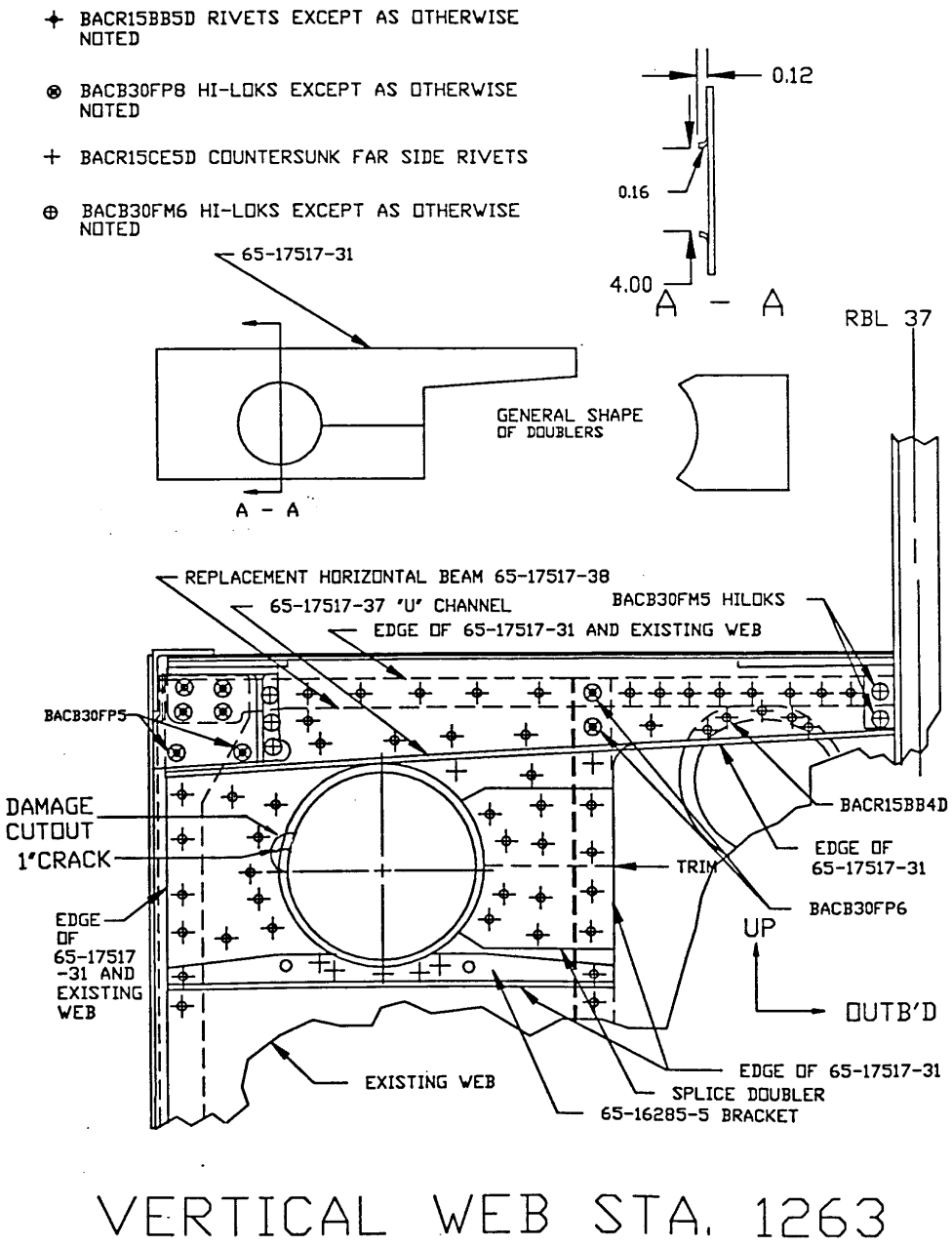
ENGINEERING DEPARTMENT

SHEET	**E-61**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Repair Figure, 300231-14 (FS 870 Bulkhead)

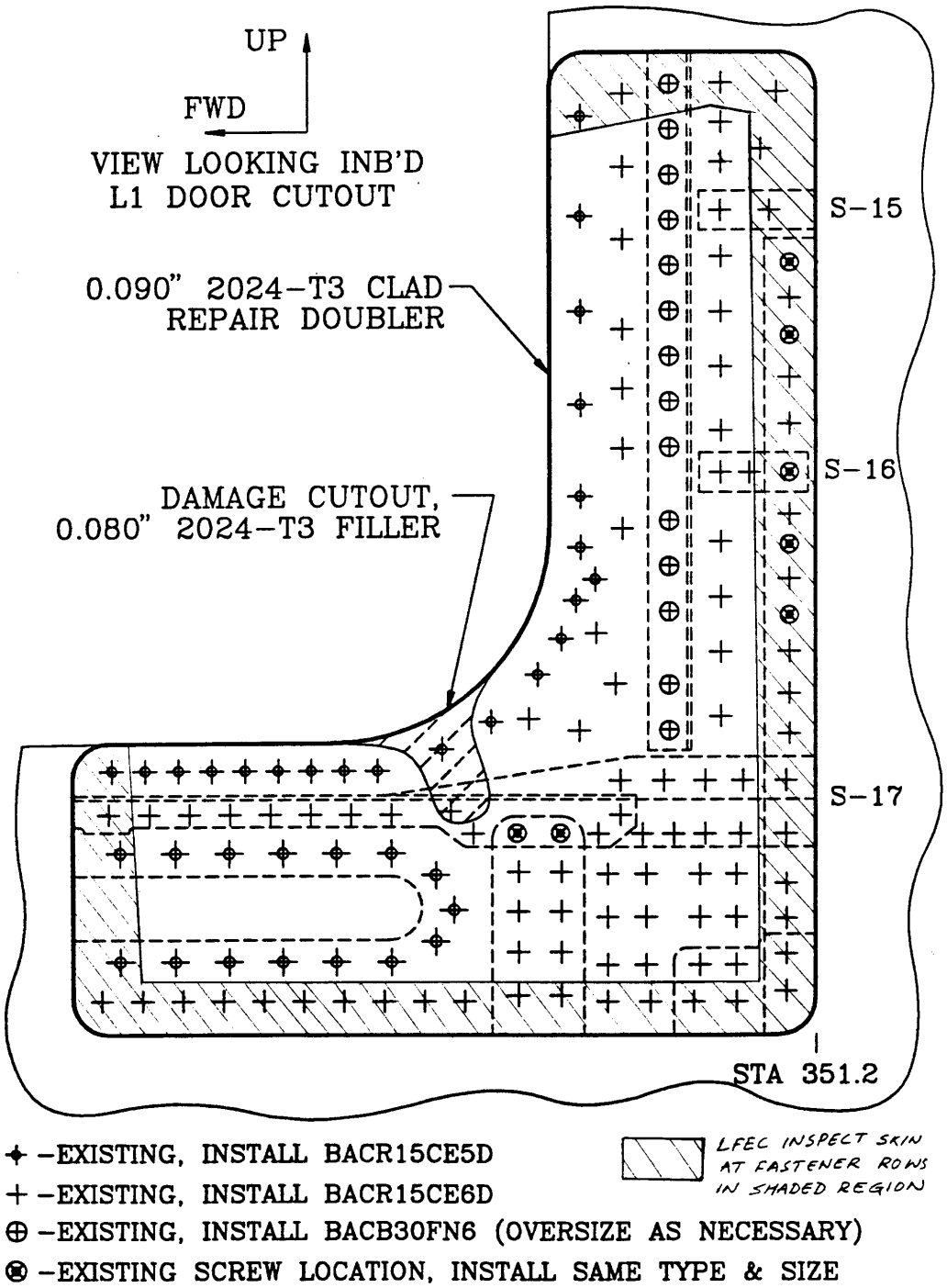
SHEET	**E-62**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



VERTICAL WEB STA. 1263

Repair Figure 302708-14 (Lower Torque Box)

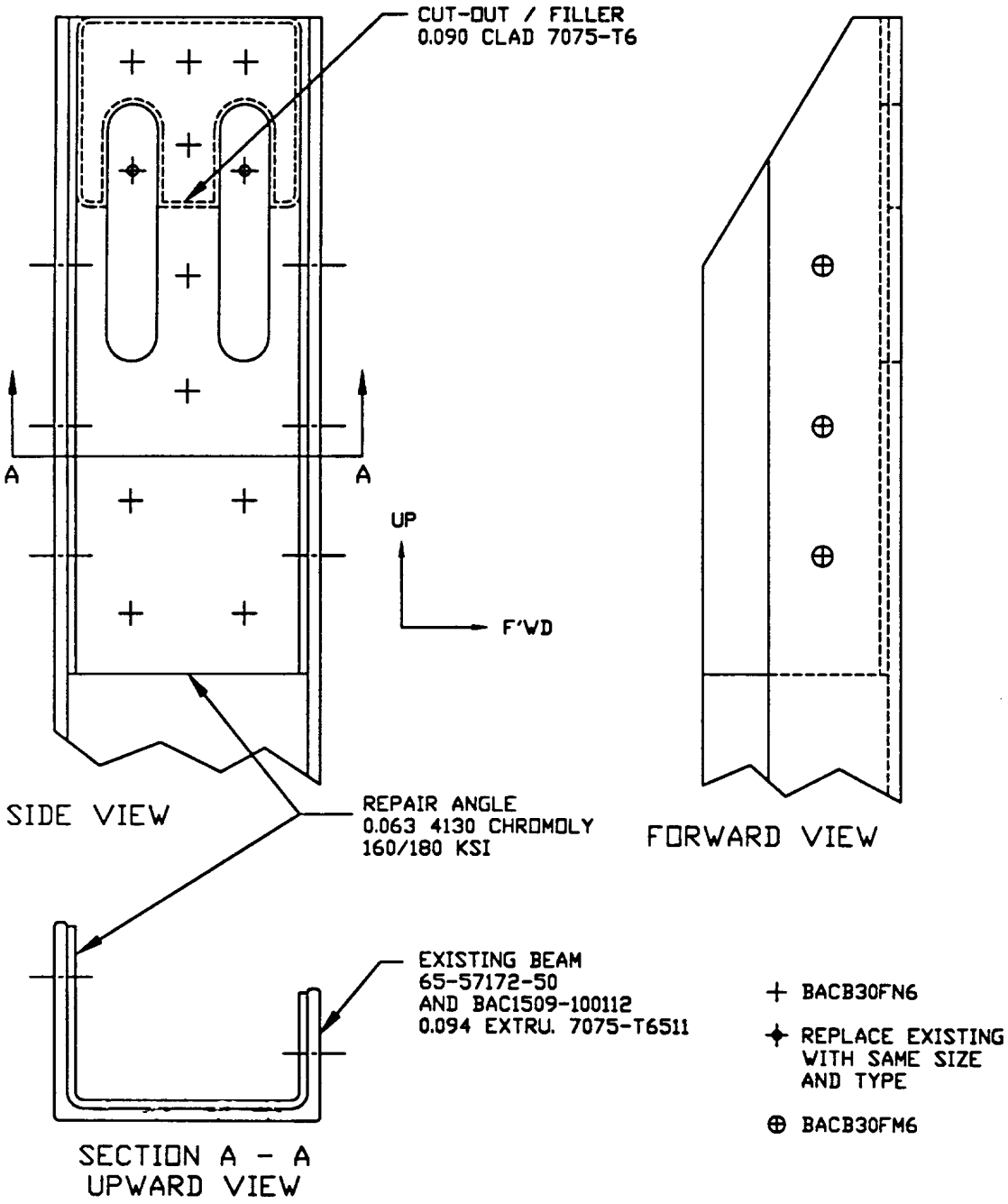
SHEET	**E-63**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Repair Figure, 303831-14 (Fuselage Skin at L1 Corner)

ENGINEERING DEPARTMENT

SHEET	**E-64**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



DETAIL 1: RIGHT SIDE

(LEFT SIDE OPPOSITE)

Repair Figure, 331394-14 (C1 Aft Wall Stanchion)

OTHER EMPENNAGE REPAIRS

ER/A NUMBER	75266-14	DATE	8/16/76	CYCLES	
DAMAGE SUMMARY R.H. HORIZONTAL STABILIZER TRAILING EDGE ACCESS PLATE ON LOWER SIDE AT ELEV STA 50-66 WAS LOST					
REASON	PART SUBSTITUTION				
REPAIR SUMMARY MFG NEW PLATE PER DWG 65-22403 WITH THE FOLLOWING EXCEPTION: 1. ORIGINAL PART WAS BOUNDED CONSISTING OF OUTER SKIN, MFG FROM TWO LAYERS OF 0.012” 2024-T3 & TWO INNER DOUBLERS MFG FROM 0.032” 2024-T3 EACH. 2. THE NEW PLATE MFG FROM ONE PIECE OF 0.090 2024-T3					

ER/A NUMBER	75904-14	DATE	2/17/76	CYCLES	
DAMAGE SUMMARY 1. CRACK IN L.H. ELEVATOR BEADED SKIN LOWER SURFACE 24” FWD OF T.E. AT STA. 110. 2. CRACK IN R.H. ELEVATOR BEADED SKIN LOWER SURFACE 18” FWD OF T.E. ST STA. 171.					
REASON	FATIGUE				
REPAIR SUMMARY 1. STOP DRILL CRACKS WITH ¼” DIA. DRILL 2. INSTALL DOUBLERS 3. BOND IN PLACE PER P.S. 900-7-1-1 #03					
REPAIR DOUBLER	0.032” 7075-T6				
FASTENER TYPE AND DIAMETER	MS2047AD5				
REFERENCES	B727 SRM 55-20-3				

ER/A NUMBER	78233-14	DATE	2/9/79	CYCLES	
DAMAGE SUMMARY THE OUTER LAYER OF LEADING EDGE SKIN AT STA 230 IS WORN THROUGH OVER 2X6 INCH AREA OF UPPER RUDDER					
REASON	WEAR				
REPAIR SUMMARY 1. MAKE FIBERGLASS REPAIR USING TWO LAYERS OF NO. 181 CLOTH PER P.S. 900-7-1-1, NO. 02. 2. RESTORE ABRASIVE RESISTANT COATING WITH X-500 LAMINAR TEFLON PER P.S. 900-3-1, NO. 04.					
APPROVAL	727 SRM 51-40-8				

ER/A NUMBER	81892-14	DATE	1/28/78	CYCLES	
DAMAGE SUMMARY RIVETS PULLED THROUGH OUTB'D END OF WEB STIFFENER UPPER FLANGE WHEN UPPER SKIN PANEL OF L.H. ELEVATOR WAS DAMAGED					
REASON	GROUND DAMAGE				
REPAIR SUMMARY INSTALL FLANGE REPAIR ANGLE					
WEB	0.010 + 0.010 2024-T3 BONDED				
ANGLE REPAIR DOUBLER	0.032 2024-T3				
FASTENER TYPE	CR 2162-4, MS 20470AD4				
REFERENCES	SRM 55-20-4				

ER/A NUMBER	81896-14	DATE	1/30/78	CYCLES	
DAMAGE SUMMARY TWO CRACKS EXIST IN LEGS OF L.H. ELEVATOR CHANNEL WEB					
REASON	GROUND DAMAGE				
REPAIR SUMMARY STOP DRILL CRACK WITH ¼" DIA. DRILL BIT. FABRICATE AND INSTALL ANGLE REPAIR					
ANGLE REPAIR DOUBLER	0.032", 2024-T3				
WEB	0.010 + 0.010 BONDED 2024-T3				
FASTENER TYPE AND DIAMETER	MS 20470AD4				
REFERENCES	SRM 55-20-4				

ER/A NUMBER	86386-14	DATE	2/7/79	CYCLES	
DAMAGE SUMMARY APPROX. ½ SQ IN TRIANGLE SHAPE OF SKIN MISSING, UPPER & LOWER SURFACE, FROM ELEVATOR T.E. AT TIP JUST AFT OF WICK BASE.					
REASON	LIGHTING STRIKE				
REPAIR SUMMARY					
REPAIR SIZE	3.5" X 4"				
EXTERNAL REPAIR DOUBLER	0.040", 2024-T3				
SKIN THICKNESS	BONDED 0.020" SKIN & 0.016" BEADED SKIN				
DOUBLER THICKNESS	2024-T3				
FASTENER TYPE AND DIAMETER	MS 20426AD4, MS 20407AD4, AND CR 3242-5				
REFERENCES	SRM 55-20-3				

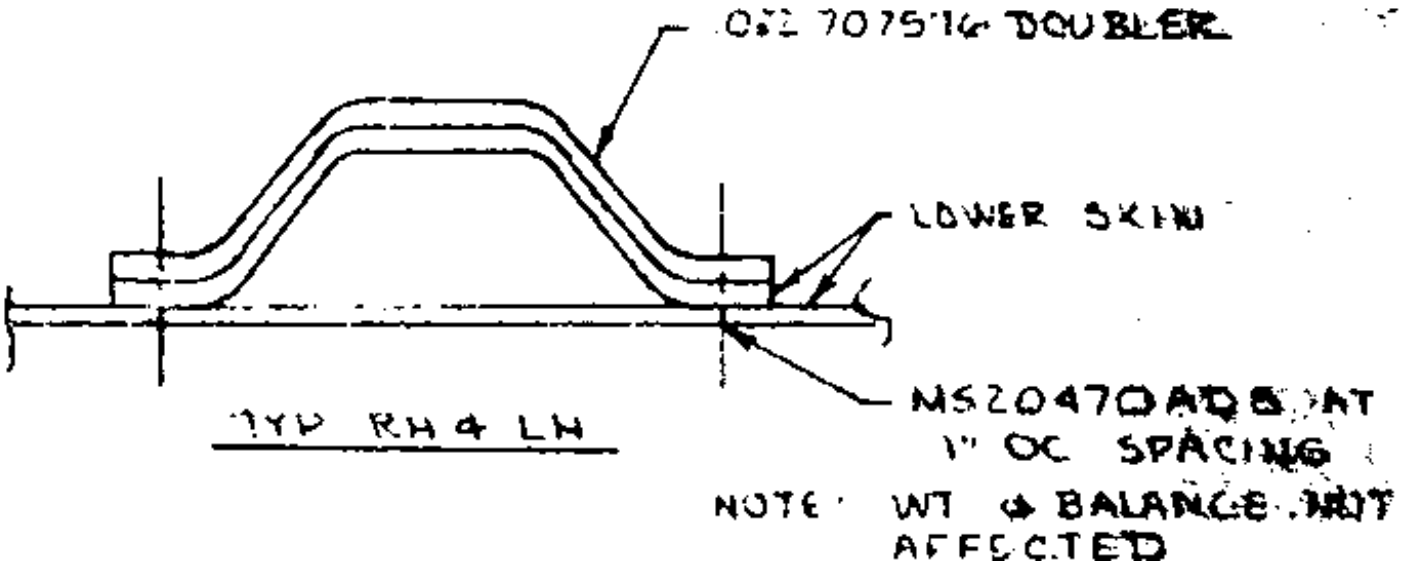
ER/A NUMBER	217116-14	DATE	3/28/89	CYCLES	
DAMAGE SUMMARY THE VERTICAL FIN SKIN WAS FOUND CRACKED AT BS 1183 UPPER R.H. TENS. TIE FTG.					
REASON	FATIGUE				
REPAIR SUMMARY STOP DRILL CRACK WITH ¼" DRILL (3 PLACES) REPLACE 65-76438-16 STRAP WITH 65-88251-4 STRAP					
REPLACED STRAP	0.063" 7075-T6				
AD OR S/B REFERENCES	S/B 53-95, FIG.1				

ER/A NUMBER	233089-14	DATE	3/4/91	CYCLES	
DAMAGE SUMMARY THE R.H. ELEVATOR REAR SPAR HAS A 0.125" CRACK AT THE #2 TAB HINGE FITTING.					
REASON	FATIGUE				
REPAIR SUMMARY THE DAMAGE IS WITHIN THE INTERIM REPAIR LIMITED AS CALLED OUT IN S/B 55-0087					
S/B REFERENCES	S/B 55-0087				

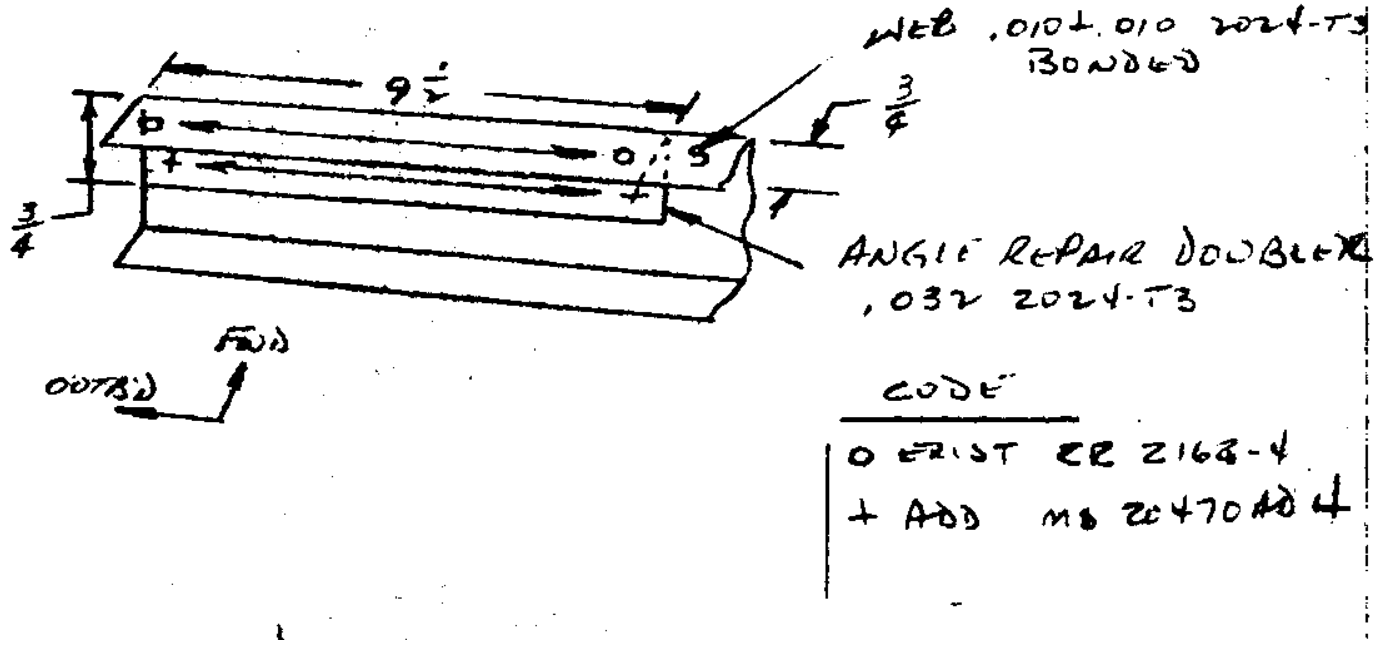
ER/A NUMBER	257123-14	DATE	7/12/93	CYCLES	
DAMAGE SUMMARY CORROSION PITTING EXISTS ON FIN TRACK RIB SCUFF PLATE					
REASON	CORROSION				
REPAIR SUMMARY MACHINE SCUFF PLATE PAD AREA FOR CORROSION CLEAN-UP, REMOVE MIN. MATERIAL REQUIRED.					
TRACK SUPPORT MATERIAL	7075-T6511 EXTR.				
S/B REFERENCES	S/B 55-79				

ER/A NUMBER	371980-14	DATE	10/27/98	CYCLES: 59,496	HOURS: 66,429
DAMAGE SUMMARY THE UPPER SKIN OF THE L.H. HORIZONTAL STABILIZER ELEVATOR RECEIVED NUMEROUS DENTS FROM A HAIL STORM. THE DENTS MEASURED ½" MAX. DIA. AND 0.020" MAX. DEPTH.					
REASON	HAIL DAMAGE				
REPAIR SUMMARY REMOVE AND REPLACE DAMAGED SKIN PANEL					
DAMAGE SIZE	½" MAX. DIA. AND 0.020" MAX. DEPTH				
SKIN THICKNESS	0.016" 2024-T3 SKIN AND 0.016 2024-T3 BEADED DOUBLER.				

SHEET	**E-68**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

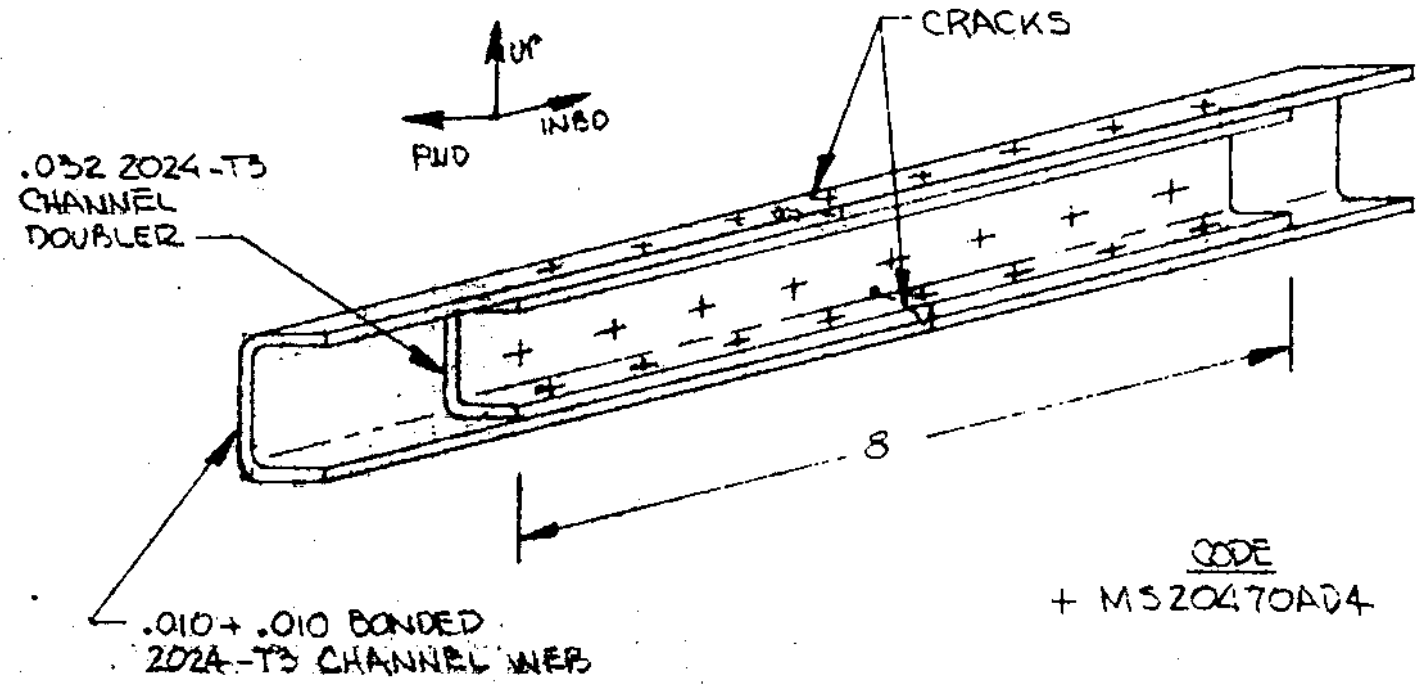


Repair Figure, 75904-14 (Elevator Skin)

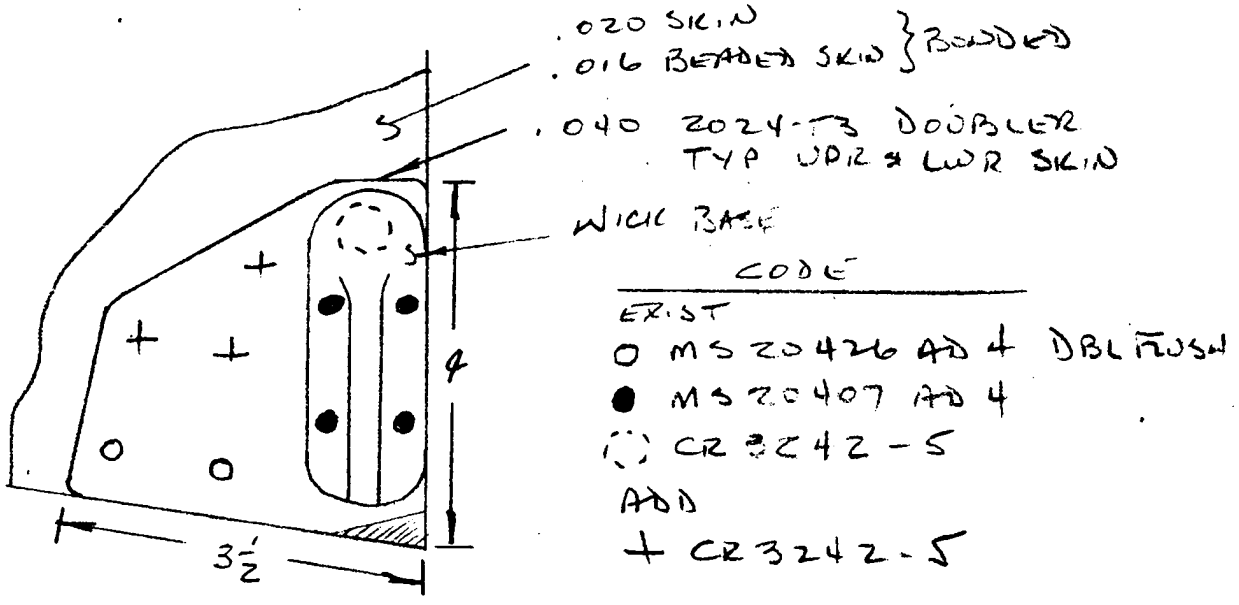


Repair Figure 81892-14 (Elevator Web Stiffener)

SHEET	**E-69**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



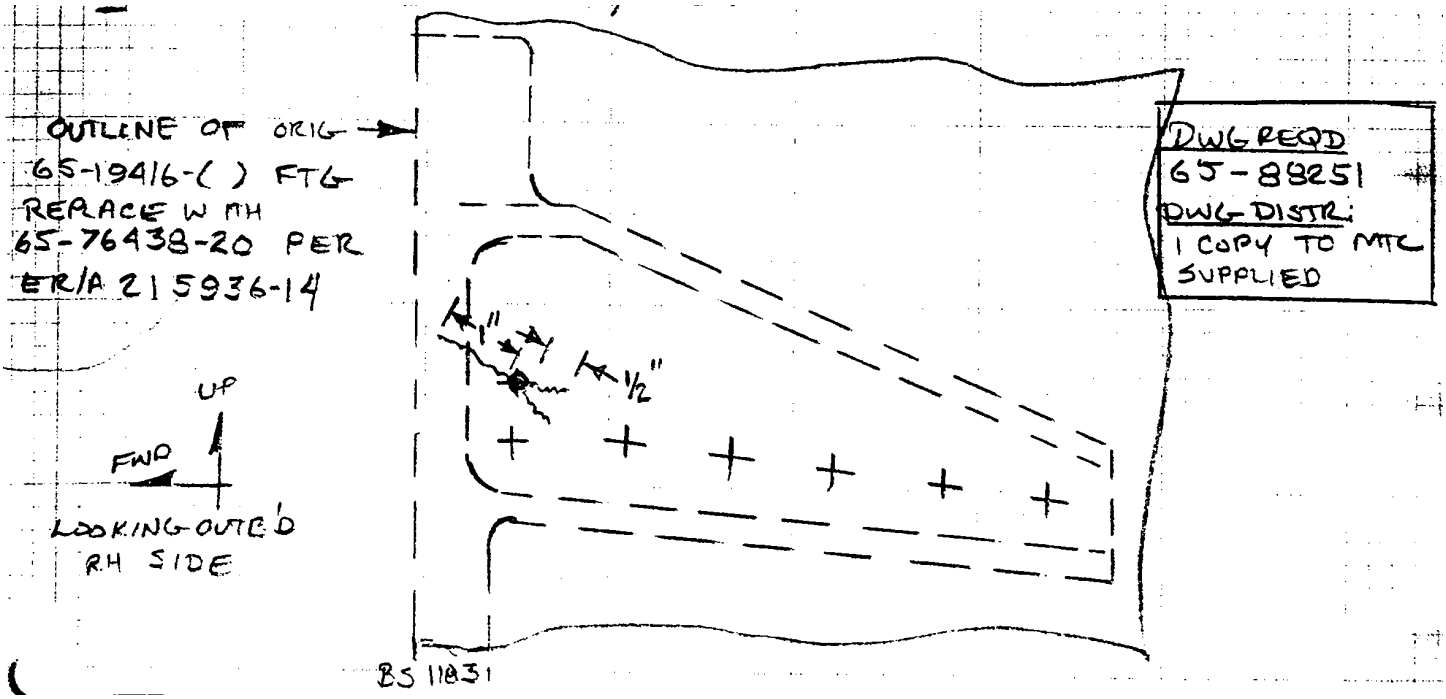
Repair Figure 81896-14 (Elevator Channel Web)



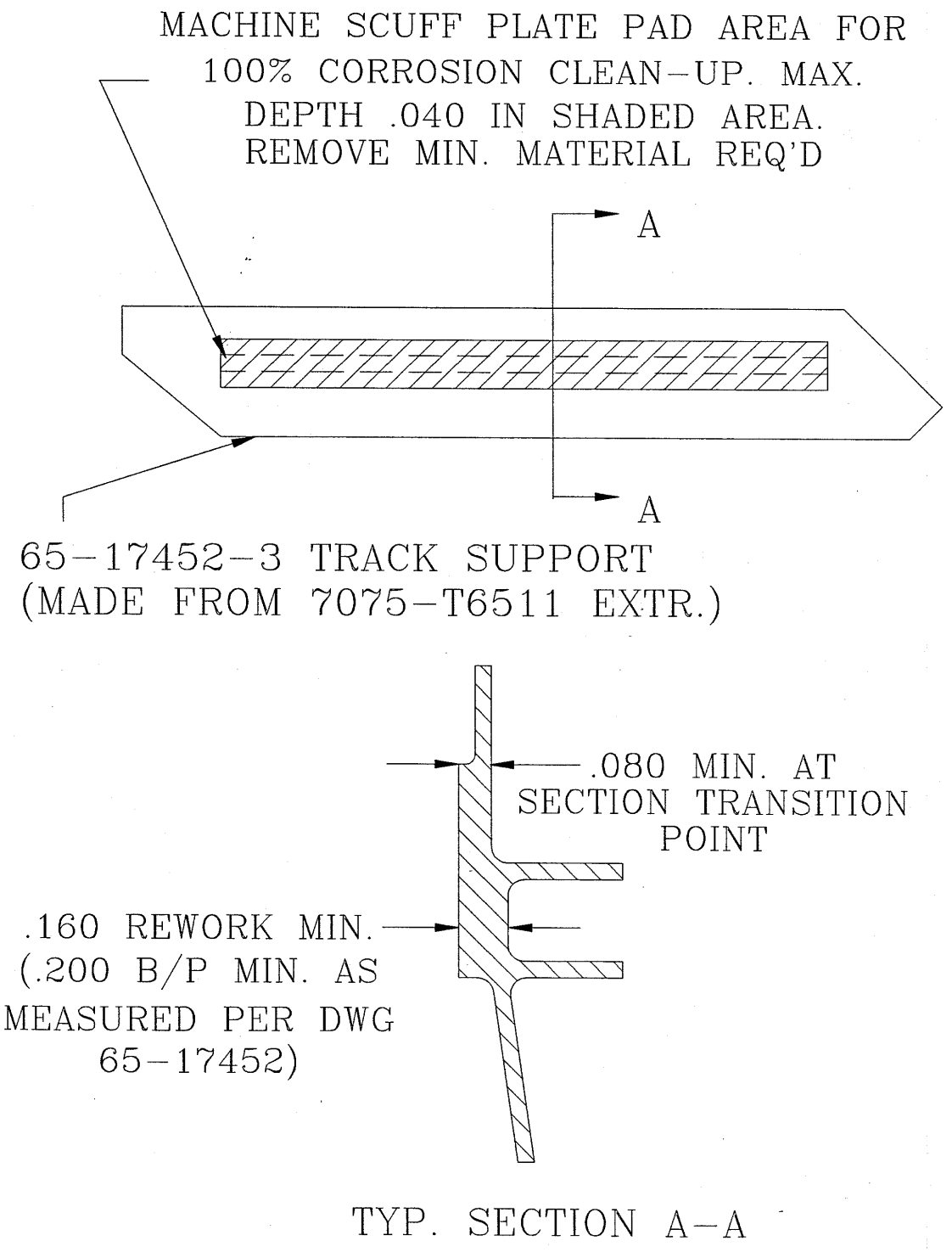
Repair Figure 86386-14 (Elevator Trailing Edge)

ENGINEERING DEPARTMENT

SHEET	**E-70**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Repair Figure 217116-14 (Vertical Stabilizer Skin)



Repair Figure 257123-14 (Vertical Stabilizer Track Rib)

OTHER WING REPAIRS

ER/A NUMBER	06574-14	DATE	9/21/83	CYCLES		HOURS	
DAMAGE SUMMARY A 4.5" LENGTH OF 0.040" BY 2" WIDE CORRUGATED SPLICE MATERIAL FOR L.H. WING T.E. LOWER PANEL TO WING LOWER SKIN ATTACHMENT BENEATH THE NO. 2 SPOILER ACTUATOR IS MISSING							
REASON	FACILITATE MAINTENANCE						
REPAIR SUMMARY FABRICATE REPLACEMENT SPLICE SECTION FROM 0.071"X2"X7" 2024-T3 TO PICK UP FACTORY BUTT SPLICE							
FASTENER TYPE	NAS 1097DD RIVETS						

ER/A NUMBER	06584-14	DATE	23-SEPT-83	CYCLES	
DAMAGE SUMMARY ACCESS REQUIRED IN RH OUTBOARD AILERON LWR SKIN FOR REPLACEMENT OF BROKEN TAB OUTBOARD HINGE ROD ATTACH FITTING					
REASON	FACILITATE MAINTENANCE				
REPAIR SUMMARY					
CUTOUT SIZE	3.5"X3.75"				
SKIN THICKNESS	0.040" 2024-T3				
DOUBLER THICKNESS	0.040" 2024-T3				
FASTENER TYPE AND DIAMETER	CR3242-4				

ER/A NUMBER	06585-14	DATE	9/23/83	CYCLES		HOURS	
DAMAGE SUMMARY THE OUTBOARD FACE OF THE INBOARD LEG OF FITTING HAS CORROSION AROUND THE 1.5" DIA. HOLE.							
REASON	CORROSION						
REPAIR SUMMARY THE CORROSION HAS BEEN REMOVED TO A MAX. DEPTH OF 0.018"							

ER/A NUMBER	08371-14	DATE	2/29/84	CYCLES		HOURS	
DAMAGE SUMMARY MLG BEAM SUPPORT FITTING HAS ¾" CRACK AT UPPER INBOARD CORNER OF CUTOUT FOR BEAM							
REASON	FATIGUE						
REPAIR SUMMARY 1. TIME-LIMITED REPAIR: CRACK STOPDRILLED WITH VISUAL INSPECTIONS 2. PERMANENT REPAIR: AFTER REWORK FITTING PER E.O. 4-50901-2, CROSS SECTIONAL AREA REMAINING (0.951 SQ. IN) IS GREATER THAN 0.860 SQ. IN WHICH MAKES THIS REPAIR PERMANENT							

ER/A NUMBER	73345-14	DATE	14-DEC-75	CYCLES	
DAMAGE SUMMARY WING, LH INBOARD LEADING EDGE SKIN DENTED AND CRACKED AT OUTBOARD EDGE OF PART					
REASON	BIRD STRIKE				
REPAIR SUMMARY					
SKIN THICKNESS	0.080” 2024-T3				
INTERNAL DOUBLER THICKNESS	0.040” 1/2H CRES				
FASTENER TYPE AND DIAMETER	CR2248-4				

ER/A NUMBER	75221-14	DATE	12-AUG-76	CYCLES	
DAMAGE SUMMARY WING, NO.3 TRAILING EDGE MIDFLAP LOWER PLATING CONTAINS TWO INCH DIA. DENTED AREA AND THE ADJACENT RIB LOWER FLANGE IS CRACKED IN BEND RADIUS.					
REASON	TIRE DAMAGE				
REPAIR SUMMARY 1. REPAIR DAMAGED RIB (SIXTH FROM INBOARD EDGE)					
CUTOUT SIZE	STOP DRILL6.5” RADIUS CRACK USING ¼” DIA. DRILL				
RIB THICKNESS	0.063” 7075-T6				
REPAIR DOUBLER THICKNESS	0.080” 2024-T4				
FASTENER TYPE AND DIAMETER	MS20470DD6 MS20426DD6				
REPAIR SUMMARY 2. MIDFLAP LOWER PLATING REPAIR					
CUTOUT SIZE	2 INCH DIA.				
SKIN THICKNESS	0.050” 2024-T3				
DOUBLER THICKNESS	0.063” TYPE 301, ½ HARD CRES EXTERNAL DOUBLER				
FASTENER TYPE AND DIAMETER	MS20426DD6 MS20426DD5				

ER/A NUMBER	75222-14	DATE	8-11-76	CYCLES	
DAMAGE SUMMARY SKIN IS DENTED AND STRETCHED AT A LOCATION TWO FEET OUTBOARD OF FLAP INBOARD END.					
REASON	TIRE DAMAGE				
REPAIR SUMMARY					
SKIN THICKNESS	0.040” 2024-T3				
DOUBLER THICKNESS	0.050” 2024-T3				
FASTENER TYPE AND DIAMETER	CR2248-5, NAS1097DD5				

SHEET	**E-74**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

ER/A NUMBER	75256-14	DATE	08/12/69	CYCLES		HOURS	
DAMAGE SUMMARY DURING ACCOMPLISHMENT OF EO 4-38430-3(S/B 57-134), IT WAS DISCOVERED THAT BOTH OF THE 0.312 HOLES IN THE FITTING WERE OVERSIZED AND THAT THE BLUE PRINT DIMENSION HAD BEEN RESTORED WITH BUSHINGS. THE BUSHING IN THE HOLE NOT REWORKED BY THE E.O. WAS REMOVED.							
REASON	FACILITATE MAINTENANCE						
REPAIR SUMMARY 1. CUT A 3/8 DEEP X ½ RADIUS NOTCH IN THE AFT LOWER SKIN OF THE SLAT TO REMOVE FITTING FROM RIB, NO REPAIR IS REQUIRED FOR THE NOTCH 2. INSTALL REPLACEMENT BUSHING MADE FROM 3/8 OD X 0.063 WALL TYPE 304 CRES 3. REINSTALL FITTING WITH RIVETS AND/OR 1/64 OVERSIZE HI-LOKS P/N BACB30FP							
S/B REFERENCE	S/B 57-134 (EO 4-38430-3)						

ER/A NUMBER	89892-14	DATE	1-12-89	CYCLES	
DAMAGE SUMMARY THE LH WING FIXED LEADING EDGE SKIN IS DENT & TORN IN A 3”X8.5” AREA IMMEDIATELY BELOW SKIN CUT OUT FOR NO. 2 SLAT OUTBOARD SPADE.					
REASON	INTERFERENCE				
REPAIR SUMMARY					
SKIN TRIM SIZE	3.25”X8.25”				
SKIN THICKNESS	0.040” 2024-T3				
DOUBLER THICKNESS	0.25” ¼ HARD TYPE 301 CRES				
FASTENER TYPE AND DIAMETER	BACR15CE5D NAS1097DD5				

ER/A NUMBER	90977-14	DATE	11-7-79	CYCLES	
DAMAGE SUMMARY					
REASON	GROUND DAMAGE				
REPAIR SUMMARY WING, #8 LEADING EDGE SLAT UPPER SKIN DENTED OVER 6”X6” AREA AT SLAT STA 425.					
CUTOUT SIZE	6”X6”				
DOUBLER THICKNESS	0.040” 2024-T3				
FASTENER TYPE AND DIAMETER	CR3243-5 NAS1097-4/-5				

ER/A NUMBER	90978-14	DATE	11/07/79	CYCLES	
DAMAGE SUMMARY WING T.E. FLAP TRACK NO. 1, 3, 6, & 7 REQUIRED OVERSIZE TO REMOVE CORROSION.					
REASON	CORROSION				
REPAIR SUMMARY 1. AT REWORKED HOLE LOCATIONS, INSTALLED BUSHINGS MADE FROM 17-4 PH CRESS H.T. TO 180-200 KSI 2. AT REWORKED SPOILER BEAM PAD LOCATION, INSTALLED A SHIM FROM TYPE 302 CRES SPRING TEMPER SHIM USING ONE OR MORE THICKNESS AS REQUIRED.					
TRACK MATERIAL	4330 STEEL				

ER/A NUMBER	91814-14	DATE	11/06/79	CYCLES	
DAMAGE SUMMARY R.H. INBOARD FLAP INBOARD TRACK 5/16 DIA. HOLES SPOTFACED ¾ DIA.X0.006 DEPTH ON UPPER FLANGE LOWER SURFACE.					
REASON	CORROSION				
REPAIR SUMMARY 1. MAGNETIC PARTICLE INSPECT PER P.S. 900-6-3, NO. 01 2. SHORT PEEN PER P.S. 900-4, NO. 01 3. DALIC CADMIUM PLATE PER P.S. 900-3-9, NO. 01 4. FRAME PRIME PER P.S. 900-3-6, NO. 03					

ER/A NUMBER	91819-14	DATE	11-8-79	CYCLES	
DAMAGE SUMMARY NO.6 LEADING EDGE SLAT SKIN HAD TWO SKIN DAMAGES 1. A 1.5” CRACK AND SKIN WRINKLED AT AFT LWR INBOARD EDGE. 2. A 2.0” CRACK AND TORN AREA EXISTED AT INBOARD EDGE OF AFT SKIN					
REASON	GROUND DAMAGE				
REPAIR SUMMARY					
1. LEADING EDGE SKIN REPAIR					
CUTOUT SIZE	1.75”X4.25”				
SKIN THICKNESS	0.080” 2024-T3				
FILLER THICKNESS	0.080” 2024-T3				
INTERNAL REPAIR DOUBLER	0.050” TYPE 301 ¼ HARD CRES STEEL				
FASTENER TYPE AND DIAMETER	MS20426AD6				
2. INBOARD EDGE OF AFT SKIN					
CUTOUT SIZE	1.75”X3.5”				
SKIN THICKNESS	0.050” 2024-T3				
FILLER THICKNESS	0.050” 2024-T3				
INTERNAL REPAIR DOUBLER	0.032” TYPE 301 1/2 HARD CRES STEEL				
FASTENER TYPE AND DIAMETER	NAS1097AD5				

SHEET	**E-76**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

ER/A NUMBER	91820-14	DATE	11-8-79	CYCLES	
DAMAGE SUMMARY WING, NO. 6 SLAT TRAILING EDGE HAS THREE ½" CRACKS RADIATING FROM STOP AFT ATTACHMENT					
REASON	FATIGUE				
REPAIR SUMMARY					
CUTOUT SIZE	3/16 DIA. STOP DRILL				
SKIN THICKNESS	2024-T3				
DOUBLER THICKNESS	0.32 TYPE 301, ½ HARD CRES DOUBLER				
FASTENER TYPE AND DIAMETER	MS20426AD5				

ER/A NUMBER	92629-14	DATE	6-25-80	CYCLES	
DAMAGE SUMMARY WING, NO.4 LEADING EDGE SLAT INBOARD TRACK FAIRING SKIN CRACKED AT OUTBOARD CORNER					
REASON	FATIGUE				
REPAIR SUMMARY					
SKIN THICKNESS	0.080" 2024-T3				
DOUBLER THICKNESS	0.040" TYPE 301 ½ HARD CRES				
FASTENER TYPE AND DIAMETER	NAS4703, MS20426AD5, MS20426DD6				

ER/A NUMBER	205234-14	DATE	7-3-86	CYCLES	
DAMAGE SUMMARY TWO HOLES WERE PUNCHED IN THE R.H. WING LEADING EDGE SKIN JUST BEHIND THE CUTOUT FOR THE NO. 8 SLAT O/B TRACK AT SLAT STATION 426.					
REASON	GROUND DAMAGE				
REPAIR SUMMARY					
CUTOUT SIZE	TRIMMED OUT LEAVING A 4.5"WIDE BY 2" DEEP CUTOUT				
INTERNAL DOUBLER	10.75"X3.75" 0.025 TYPE 301 HALF HARD CRES				
FASTENER TYPE AND DIAMETER	BACR15CED5 RIVET				
FAA APPROVAL	B727 SRM 57-30-4				

SHEET	**E-77**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE	1/30/03		

ER/A NUMBER	212717-14	DATE	02/19/88	CYCLES	
DAMAGE SUMMARY DUE TO CORROSION, R.H. INBOARD FLAP, INBOARD TRACK REQUIRED MACHINING OF THE INBOARD SPOILER BEAM ATTACH HOLE(#8) TO 0.421" I.D. WITH A RESULTED REMAINING WALL THICKNESS OF 0.536" AND A THICKNESS OF 0.440". IN ADDITION, ONE SUPPORT BEAM ATTACH HOLE (#4 O.B.) REQUIRED MACHINING TO 0.788" I.D.					
REASON	CORROSION				
REPAIR SUMMARY					
MACHINING HOLE SIZE	1. THE INBOARD SPOILER BEAM ATTACH HOLE(#8) TO 0.421" I.D 2. SUPPORT BEAM ATTACH HOLE (#4 O.B.) REQUIRED MACHINING TO 0.788" I.D.				

ER/A NUMBER	215016-14	DATE	9-19-88	CYCLES	
DAMAGE SUMMARY: THE LANDING DOOR FWD HINGE FITTING AFT LOWER ATTACH HOLE WAS ELONGATED IN HINGE FITTING AND FLAP TRACK.					
REASON	WEAR				
REPAIR SUMMARY					
REWORKED HOLE SIZE	0.387" DIA.				
BUSHING MATERIALS	17-4PH STAINLESS STEEL, IN FLAP TRACK 7075-T6 IN HINGE FITTING				

ER/A NUMBER	231290-14AD	DATE	9/6/90	CYCLES	
DAMAGE SUMMARY THE AFT LOWER HOLE IN THE INBOARD FLAP TRACK, INBOARD FLAP ON THE LH WING WAS OVERSIZED WITH A BUSHING INSTALLED IN THE FLAP TRACK AND DOOR ATTACH FITTING.					
REASON	CORROSION				
REPAIR SUMMARY					
OVERSIZED DIA.	0.375"				
AD OR S/B REFERENCE	B727 S/B 57-0180, R.1(S.I. 4-60541-12 REV. G)				

ER/A NUMBER	235087-14	DATE	08-01-91	CYCLES	
DAMAGE SUMMARY FOUR WING FRONT STIFFENERS HAVE EXPERIENCED CRACKING REQUIRING REPLACEMENT. THIS ER/A AUTHORIZES MANUFACTURING REPLACEMENT STIFFENERS FROM 7075-T6/T6511 EXTRUSION.					
REASON	MATERIAL SUBSTITUTION				
REPAIR SUMMARY					
STIFFENER'S LOCATIONS	1. #2 SLAT, OUTBOARD TRACK, OUTBOARD STIFFENER 2. #3 SLAT, OUTBOARD TRACK, OUTBOARD STIFFENER 3. #7 SLAT, OUTBOARD TRACK, INBOARD & OUTBOARD STIFFENERS				
ORIGINAL MATERIAL	7178-T6, 89 KSI YIELD STRENGTH				
REPLACE MATERIAL	7075-T6/T6511, 82 KSI YIELD STRENGTH				
FAAL APPROVAL	MIL-HDBK-5E				

ER/A NUMBER	256946-14	DATE	15-JUNE-93	CYCLES	49,307
DAMAGE SUMMARY THE L/H WING TIP LOWER SKIN HAD A CRACK RUNNING FWD/AFT ALONG THE I/B EDGE OF THE PANEL AT WBL 620					
REASON	FATIGUE				
REPAIR SUMMARY					
CRACK SIZE	1.5" LONG				
SKIN THICKNESS	0.040" 7075-T6				
DOUBLER THICKNESS	0.050" 7075-T6				
FASTENER TYPE AND DIAMETER	NAS1097DD5				

ER/A NUMBER	257708-14	DATE	24-SEPT-93	CYCLES	
DAMAGE SUMMARY THE UPPER INBOARD WING SKIN PANEL OF THE #2 MID FLAP HAD WEAR DAMAGE APPROX. 18".					
REASON	WEAR				
REPAIR SUMMARY					
CUTOUT SIZE	4.25"X3"				
SKIN THICKNESS	0.04" 2024-T3				
INTERNAL REPAIR DOUBLER THICKNESS	0.032" TI-6AL-4V TITANIUM				
FASTENER TYPE AND DIAMETER	HLT411-5				

SHEET **E-79**	NO. **4-086382-20**
TOTAL **E-110**	
ISSUE DATE	1/30/03

ER/A NUMBER	274980-14	DATE	9-JULY-93	CYCLES	
DAMAGE SUMMARY R.H. WING TRAILING EDGE UPPER PANEL HAS NUMEROUS CRACKS					
REASON	IN FLIGHT DAMAGE				
REPAIR SUMMARY					
CUTOUT SIZE	8.5”				
SKIN THICKNESS	0.032” 7075-T6 EXISTING SKIN, 0.032” 7075-T6 SKIN DOUBLER				
REPAIR DOUBLER THICKNESS	0.050” 7075-T6				
FASTENER TYPE AND DIAMETER	BACR15CE4D BACR15CE5D				

ER/A NUMBER	300232-14	DATE	09/03/94	CYCLES	51480	HOURS	60,645
DAMAGE SUMMARY THE R/H WING LEADING EDGE SKIN ABOVE THE #4 AND #5 KREUGER FLAPS HAD A 30” LONG X 1” DEEP DENT.							
REASON	FACILITATE MAINTENANCE						
REPAIR SUMMARY THIS ER/A ALLOWED THE DENT TO REMAIN UNTIL THE NEXT CORROSION VISIT LIMIT THE PERMANENT REPAIR WAS ACCOMPLISHED PER SRM 57-30-4, FIG. 2							

ER/A NUMBER	302707-14	DATE	11/02/95	CYCLES	53,569,	HOURS	62,122
DAMAGE SUMMARY THE OUTER SKIN OF THE #2 KRUEGER FLAP IS BEING REPLACED PER M/M 57-53-0, 2.B(3). THERE IS A 1” CRACK LOCATED ON THE FWD SIDE OF THE INBOARD GATE HINGE CUTOUT. TPA MAINTENANCE DOES NOT HAVE THE SPECIFIED ZYGLO PENETRATE AS REQUIRED IN M/M 57-30-0, 2.B(5), NOR THE CHEMICALS TO PERFORM THE CORROSION PREVENTION TREATMENT AS REQUIRED IN M/M 57-30-0, 2.B(6).							
REASON	FACILITATE MAINTENANCE						
REPAIR SUMMARY 1. THIS ER/A ALLOWS AN ALTERNATE MEANS OF INSPECTION AND OMITTANCE OF THE CORROSION PREVENTION SEQUENCE. 2. THIS ER/A ALSO ALLOW OMISSION OF THE STRESS RELIEF AS TPA DOES NOT HAVE THE REQUIRED EQUIPMENT TO PERFORM THIS OPERATION.							
REFERENCE	M/M 57-30-0						

ER/A NUMBER	303841-14	DATE	7-10-96	CYCLES	54,966	HOURS	63,127
DAMAGE SUMMARY REPAIR TO THE #7 LEADING EDGE SLAT INBOARD ACTUATOR ATTACH FITTING CRACK							
REASON	FACILITATE MAINTENANCE						
REPAIR SUMMARY THIS REPAIR CALLS OUT FOR CAD PLATING OF A REPAIR DOUBLER. TPA DOES NOT HAVE THE FACILITIES TO CAD PLATE, THEREFORE THIS ER/A PROVIDES ALTERNATE PROTECTIVE COATING AS A TEMPERATURE REPAIR.							
REFERENCE	M/M 57-42-0, PAR. 5						

ER/A NUMBER	304087-14	DATE	8/25/96	CYCLES	55,131	HOURS	63,245
DAMAGE SUMMARY THE LEFT OUTBOARD TRAILING EDGE MIDFLAP WAS FOUND WITH DELAMINATION ALONG THE TRAILING EDGE WEDGE. DAMAGE OCCURRED APPROXIMATELY 2.5 FEET OUTBOARD OF THE INBOARD END OF THE PART AND EXTENDED 30” SPANWISE.							
REASON	DELAMINATION						
REPAIR SUMMARY PERFORM PERMANENT REPAIR PER SRM 51-40-6 OR REPLACE PART							
REFERENCE	SRM 51-40-6						

ER/A NUMBER	330555-14	DATE	08/22/97	CYCLES	N/A	HOURS	N/A
DAMAGE SUMMARY THE LOWER TRAILING EDGE PANEL ATTACH HOLES IN THE MLG SUPPORT BEAM ARE FOUND CORRODED							
REASON	CORROSION, MANUAL INFORMATION						
REPAIR SUMMARY THIS ER/A AUTHORIZES STEPPING THE HOLES UP TO A MAX. DIA. OF 0.5” AND BUSHING THE HOLES TO ALLOW PROPER FASTENER INSTALLATION.							
ORIGINAL HOLE SIZE	0.25” DIA., 0.19” DIA.(HOLE 38)						
BEAM MATERIAL	7075-T73 FORGING						
MAX. HOLE SIZE	0.5” DIA.						

ER/A NUMBER	356236-14	DATE	2/10/98	CYCLES	N/A	HOURS	N/A
DAMAGE SUMMARY							
REASON	FACILITATE MAINTENANCE						
REPAIR SUMMARY THIS ER/A ADDED THE REPLACEMENT INSTRUCTIONS TO A NEW OPERATION CARD FOR REPLACING BUSHING MLG AFT TRUNNION BEARING							

ER/A NUMBER	357340-14	DATE	20-MAY-96	CYCLES	
DAMAGE SUMMARY THE #2 KRUGER FLAP ENTER ATTACH FITTING OUTBOARD UPPER BOLT HOLE WAS DAMAGED ALONG THE LOWER EDGE. THE DAMAGE NECESSITATED OVERSIZING THE HOLE TO REMOVE THE DAMAGE. THE FITTING IS MANUFACTURED FROM AZ91C-T6MAGNESIUM SAND CASTING. THIS ER/A AUTHORIZED THE INSTALLATION OF A BUSHING					
REASON	TOOLING DAMAGE				
REPAIR SUMMARY THE HOLE WAS OVERSIZED TO 0.625” WITH A EDGE MARGIN OF 0.577” AND A LUG THICKNESS OF 0.700”.					
BUSHING THICKNESS	0.030” 2024-T3				
WASHER	0.125” 2024-T3				

SHEET	**E-81**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE	1/30/03		

ER/A NUMBER	361874-14	DATE	5/11/97	CYCLES	56,551	HOURS	64,283
DAMAGE SUMMARY THE RIGHT HAND MLG SUPPORT BEAM WAS FOUND WITH TWO GOUGES ON THE INBOARD END WHERE THE MLG SIDE BRACE CONNECTS. THE GOUGES ARE ON THE AFT SIDE OF THE BEAM AND ARE ADJACENT TO THE BUSHING.							
REASON	WEAR						
REPAIR SUMMARY							
GOUGE SIZE	1. LONG X 0.030" WIDE X 0.009" DEEP ON THE BOTTOM SIDE 2. LONG X 0.050" WIDE X 0.012" DEEP ON THEOUTBOARD SIDE OF THE BUSHING						
REPAIR SIZE	BLEND OUT DAMAGE AREA						

ER/A NUMBER	361875	DATE	MAY 11, 1997	CYCLES	56,511
DAMAGE SUMMARY THE RH MLG FORWARD TRUNNION ATTACH FITTING AT RW'S 224.5 HAD CORROSION IN TWO HOLES.					
REASON	CORROSION				
REPAIR SUMMARY					
BORED OUT DIA.	0.690"				
FWD TRUNNION ATTACH FITTING	7079-T6				
TEE-ATTACHFITTING	7075—T73511				

ER/A NUMBER	361876-14	DATE	11-MAY-97	CYCLES	56,551
DAMAGE SUMMARY THE RH FWD MLG TRUNNION ATTACH FITTING WAS FOUND CORRODED ON THE OUTB'D FACE OF THE INB'D LUG. THE FITTING IS MANUFACTURED FROM 7075-T73511					
REASON	CORROSION				
REPAIR SUMMARY					
BLEND DEEP	0.105" DEEP LOCAL BLEND				

ER/A NUMBER	361890-14	DATE	05/12/97	CYCLES	56,551	HOURS	64,283
DAMAGE SUMMARY DURING ROUTINE INSPECTION MAINTENANCE FOUND RIGHT WING TRAILING EDGE PANEL STIFFENER CRACKED AT THE OUTBOARD END. THE CRACK EXTENDED INBOARD APPROXIMATELY 5" ALONG THE VERTICAL LEG AND ENDED AT A LIGHTING HOLE.							
REASON	FATIGUE						
REPAIR SUMMARY 1. REMOVE AND REPLACE THE DAMAGE SECTION 2. CUT OUT DAMAGE SECTION OF STIFFENER TO REMOVE THE ENTIRE CRACK 3. FABRICATE AND INSTALL NEW SECTION FROM 7075-T6 EXTRUSION 4. FABRICATE AND INSTALL 2 ANGLES FROM TI-6AL-4V							
FASTENER	HLT410 & HLT411						

SHEET	**E-82**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

ER/A NUMBER	361891	DATE	MAY 13, 1997	CYCLES	56511
DAMAGE SUMMARY THE LH MLG SUPPORT BEAM WAS FOUND CORRODED AT THE ACTUATOR BEAM SUPPORT LINK ATTACH HOLE.					
REASON	CORROSION				
REPAIR SUMMARY					
ORIGINAL HOLE PER B/P	1.4335/1.4365” DIA.				
OVERSIZED HOLE SIZE	1.626” DIA.				
A LOCAL BLEND AREA	0.5”x0.6”x0.075” DEEP WAS REQUIRED TO REMOVE CORROSION ON THE FORWARD SURFACE.				
LOCAL THICKNESS	4.10” (ACROSS THE HOLE)				
MATERIAL	7075-T73 FORGING				

ER/A NUMBER	361998-14	DATE	28-MAY-97	CYCLES	56,599
DAMAGE SUMMARY THE SPLICE RIB ON THE RH WING TIP WAS FOUND WITH THREE OUT OF SEVEN NUTPLATE ATTACH FLANGES BROKEN. THE SPLICE RIB IS LOCATED ON THE AFT SIDE OF THE WING TIP LIGHT LENS AND THE SUBJECT NUTPLATES ATTACH THE LIGHT LENS TO THE WING TIP STRUCTURE. THE SPLICE RIB IS M/F FROM 0.032 7075-T6					
REASON	FATIGUE				
REPAIR SUMMARY					
REPAIR STRAP	0.04” 7075-T6				
FASTENER TYPE AND DIAMETER	5/32” FASTENER				

ER/A NUMBER	364406-14	DATE	31-MARCH-98	CYCLES	58,429
DAMAGE SUMMARY WING / #5 & #6 SPOILERS / UPPER SKIN: REPAIR OF DELAMINATION					
REASON	DELAMINAION				
REPAIR SUMMARY					
DELAMINATED SIZE	# 5 SPOILER 7” X 7” # 6 SPOILER 8” X 12”				
SKIN THICKNESS	ALUMINUM HONEYCOMB COMPOSITE CONSTRUCTION WITH A 0.025” THICK 7075-T6 SKIN ON THE #5 SPOILER AND 0.020” THICK 7075-T6 SKIN ON THE #6 SPOILER				
REPAIR DOUBLER THICKNESS	0.032” 7075-T6				
FASTENER TYPE AND DIAMETER	CR3223-4				

ER/A NUMBER	372444	DATE	APRIL 28, 1999	CYCLES	
DAMAGE SUMMARY THE #2 MID FLAP, INBOARD CARRIAGE FITTING, THRUST BEARING BORE HAS BEEN OVERSIZED TO 4.081" TO REMOVE CORROSION.					
REASON	CORROSION				
REPAIR SUMMARY					
OVERSIZED SIZE	4.081" DIA. (BAC DWG 65-62344-5 PROVIDES OVERSIZED LIMIT 4.062" DIA.)				
FITTING MATERIAL	7079-T6 OR 7075-T73 FORGING				

ER/A NUMBER	372505-14	DATE	6-7-99	CYCLES	
DAMAGE SUMMARY TWO HOLES OF THE SPLICE RIB OF AFT WING TIP HAD BEEN OVERSIZED TO 0.42" AND 0.57" DIA. THE RIB IS MACHINED FROM 7075-T7351					
REASON	WEAR				
REPAIR SUMMARY					
ORIGINAL HOLE DIA.	0.250"/0.254"				
OVERSIZED HOLE DIA.	0.420" AND 0.570"				
LOCAL THICKNESS	0.070" 7075-T7351				
DOUBLER THICKNESS	0.080" 7075-T6				
FASTENER TYPE AND DIAMETER	BACR15CE56 BACB30FM6 MS20470D-6				

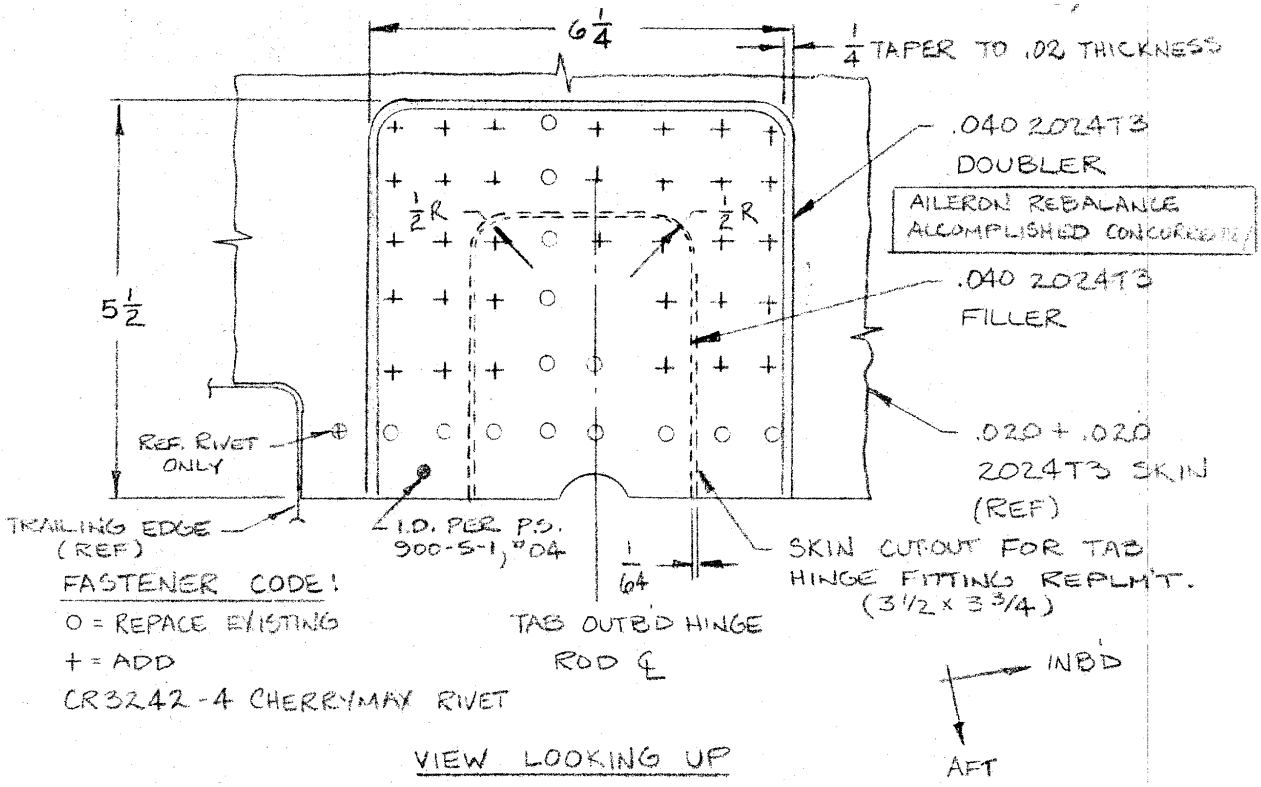
ER/A NUMBER	372543-14	DATE	17-JUNE-99	CYCLES	
DAMAGE SUMMARY WING / #3 MID FLAP / AFT LOWER SKIN PANEL WAS FOUND WITH TWO SKIN FASTENER HOLES DAMAGED. THE TWO HOLES ARE LOCATED AT: 1. WBL 84.80 AT THE EDGE OF THE SKIN PANEL 2. WBL 134.3 AND 2" FROM THE FWD EDGE OF THE SKIN PANEL					
REASON	CORROSION				
REPAIR SUMMARY 1. A BUSHING REPAIR FOR DAMAGE AT WBL 134.3 (FIG. 2) 2. AN EXTERNAL DOUBLER REPAIR FOR DAMAGE AT WBL 84.80 (FIG. 3)					
ORIGINAL HOLE SIZE	1. 0.190/0.194" DIA. AT WBL 84.80 2. 0.250/0.254" DIA. AT WBL 134.3				
SKIN THICKNESS	0.125" 2024-T3. AT WBL 134.3 0.040" 2024-T3. AT WBL 84.80				
DOUBLER THICKNESS	0.125" 2024-T3 AT WBL 84.80				
FASTENER TYPE AND DIAMETER	BACB30FN6 NAS1097D5 BACB30NN3-5				

ENGINEERING DEPARTMENT

SHEET	**E-84**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

ER/A NUMBER	372648-14AD	DATE	14-JULY-99	CYCLES	44,982
DAMAGE SUMMARY WING / #2 MID FLAP/ UPPER SPAR CHORD / WBL 124.2 ALTERNATIVE FASTENER INSTALLATION					
REASON	PART SUBSTITUTION				
REPAIR SUMMARY DURING ACCOMPLISHMENT OF MODIFICATION TO THE UPPER SPAR CHORD. DELTA WAS UNABLE TO INSTALL ONE BACC30M6 COLLAR NEAR THE UPPER SPAR CHORD AND INBOARD CARRIAGE FITTING DUE TO STRUCTURE INTERFERENCE. THIS ER/A AUTHORIZES INSTALLATION OF A RADIUS BLOCK AND MS210432-3 SELF LOCKING NUT IN LIEU OF THE BACC30M6					
FASTENER TYPE AND DIAMETER	MS210432-3				
AD OR S/B REFERENCES	AD 94-07-08				

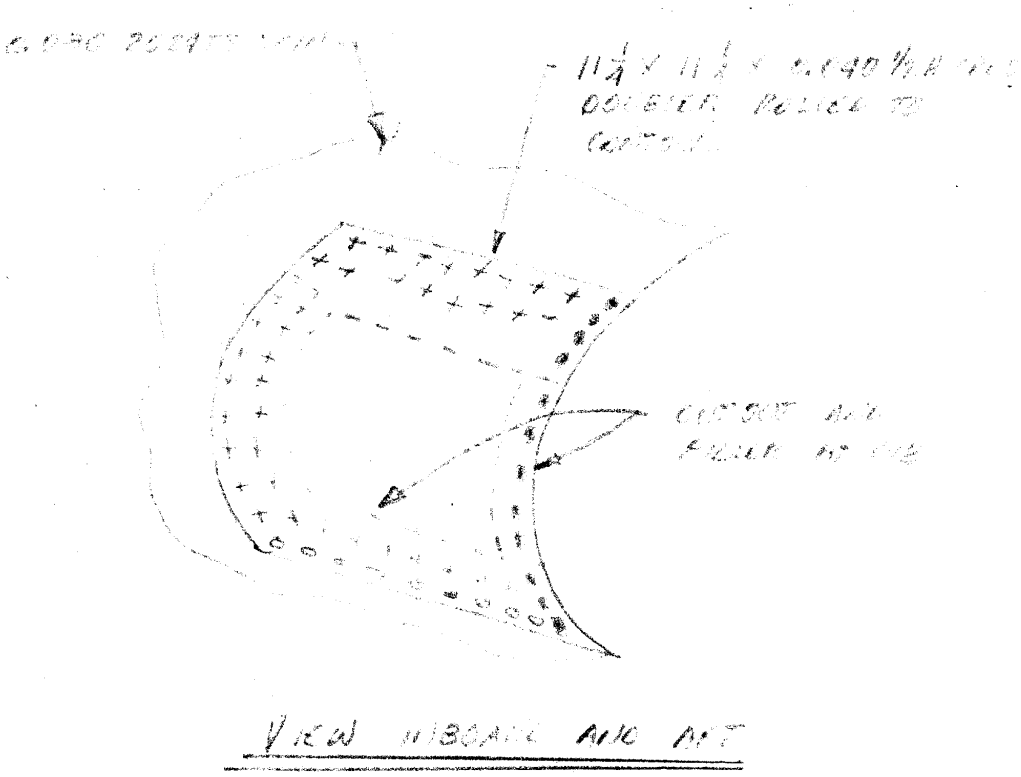
SHEET	**E-85**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

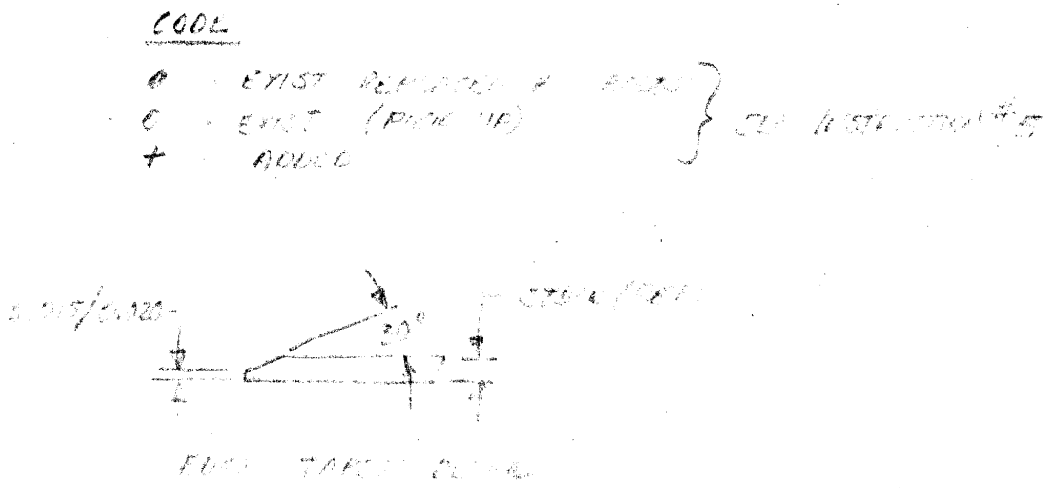


Repair Figure 06584-14 (Aileron Lower Skin)

ENGINEERING DEPARTMENT

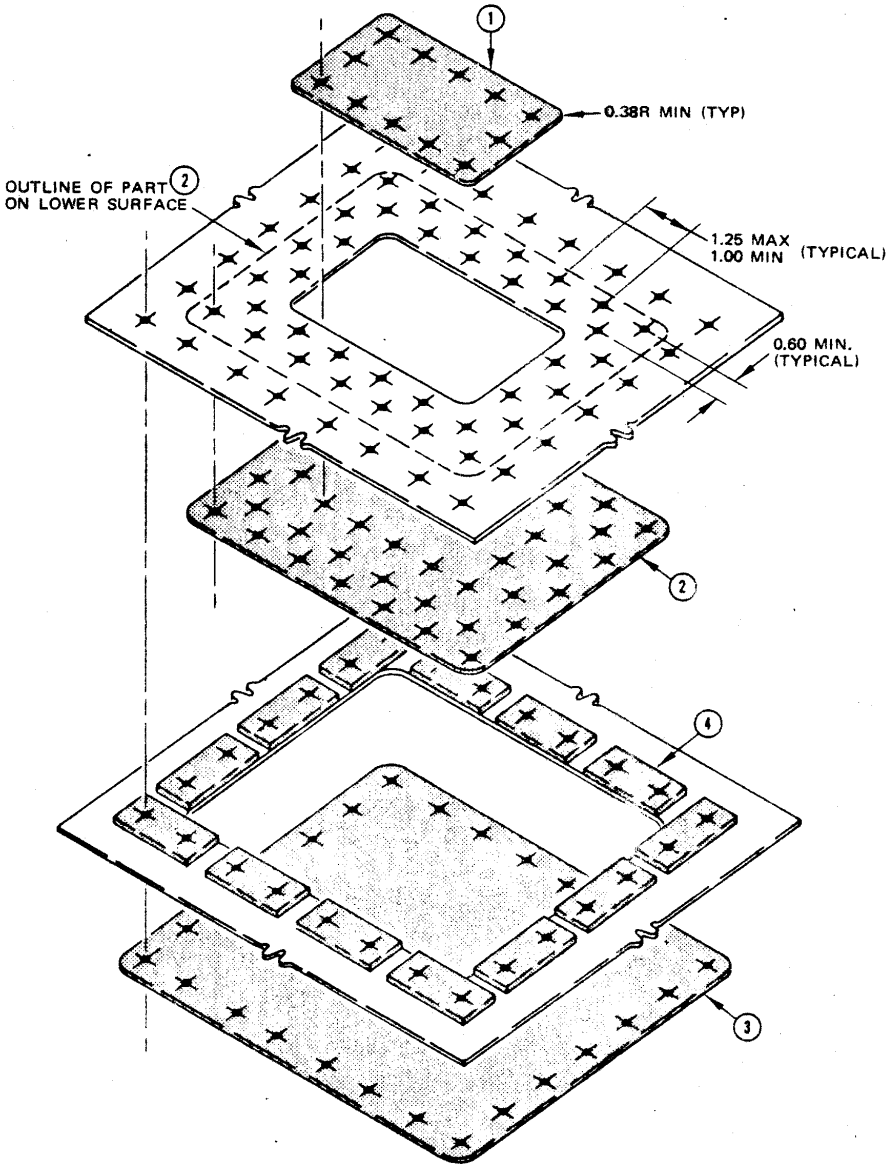
SHEET	**E-86**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	





Repair Figure 1, 73345 (Wing Leading Edge)

SHEET	**E-87**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

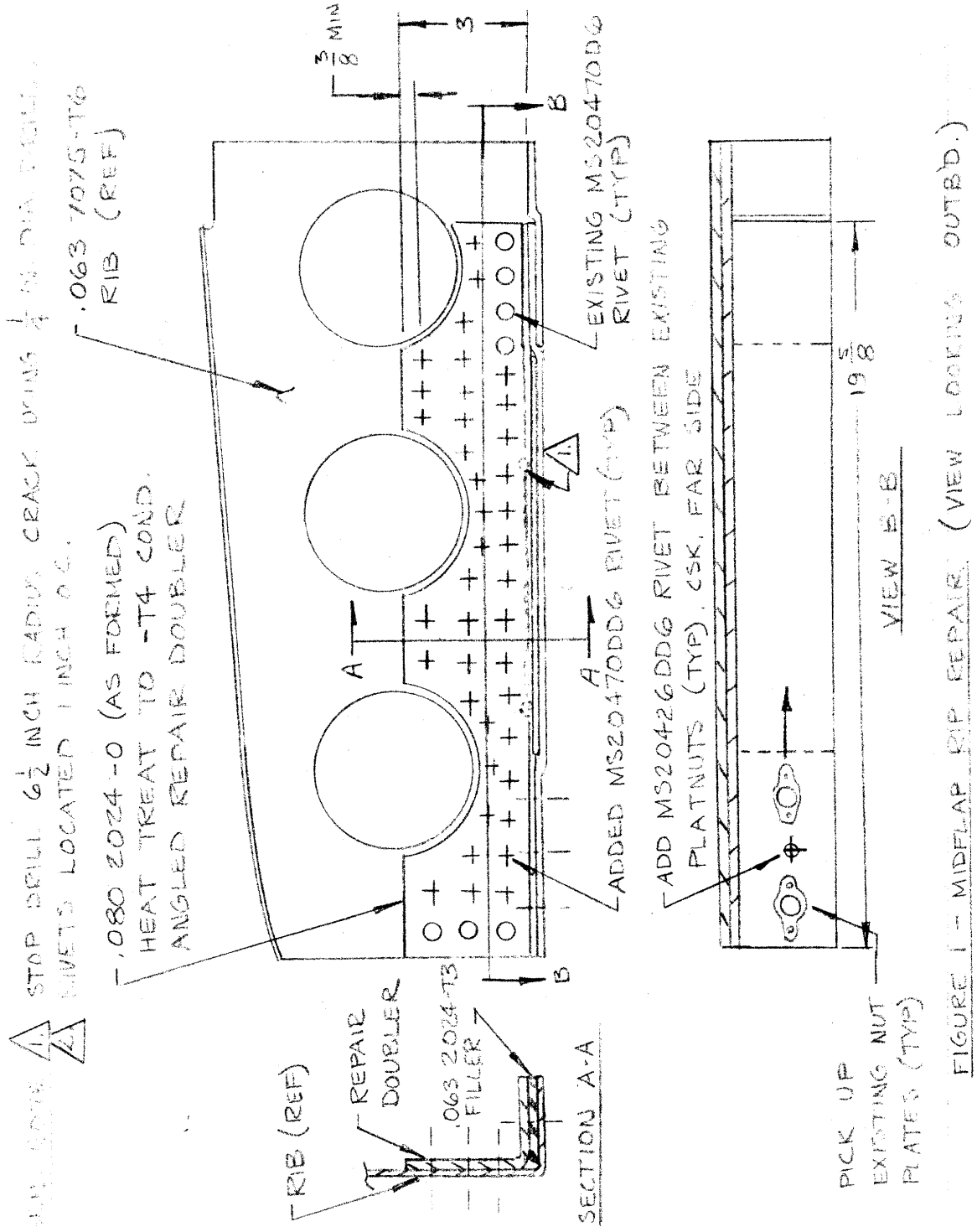


CODE (MATERIAL)

(1) FILLER .080 2024 T3
(2) DOUBLER .040 ½ H CRES
(3) COVER .025 2024 T3
(4) FILLER AS REQ'D .130 .090 2024 T3

Repair Figure 2, 73345-14 (Wing Leading Edge)

SHEET	**E-88**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Repair Figure 1, 75221-14 (Trailing Edge Flap)

SHEET	**E-89**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

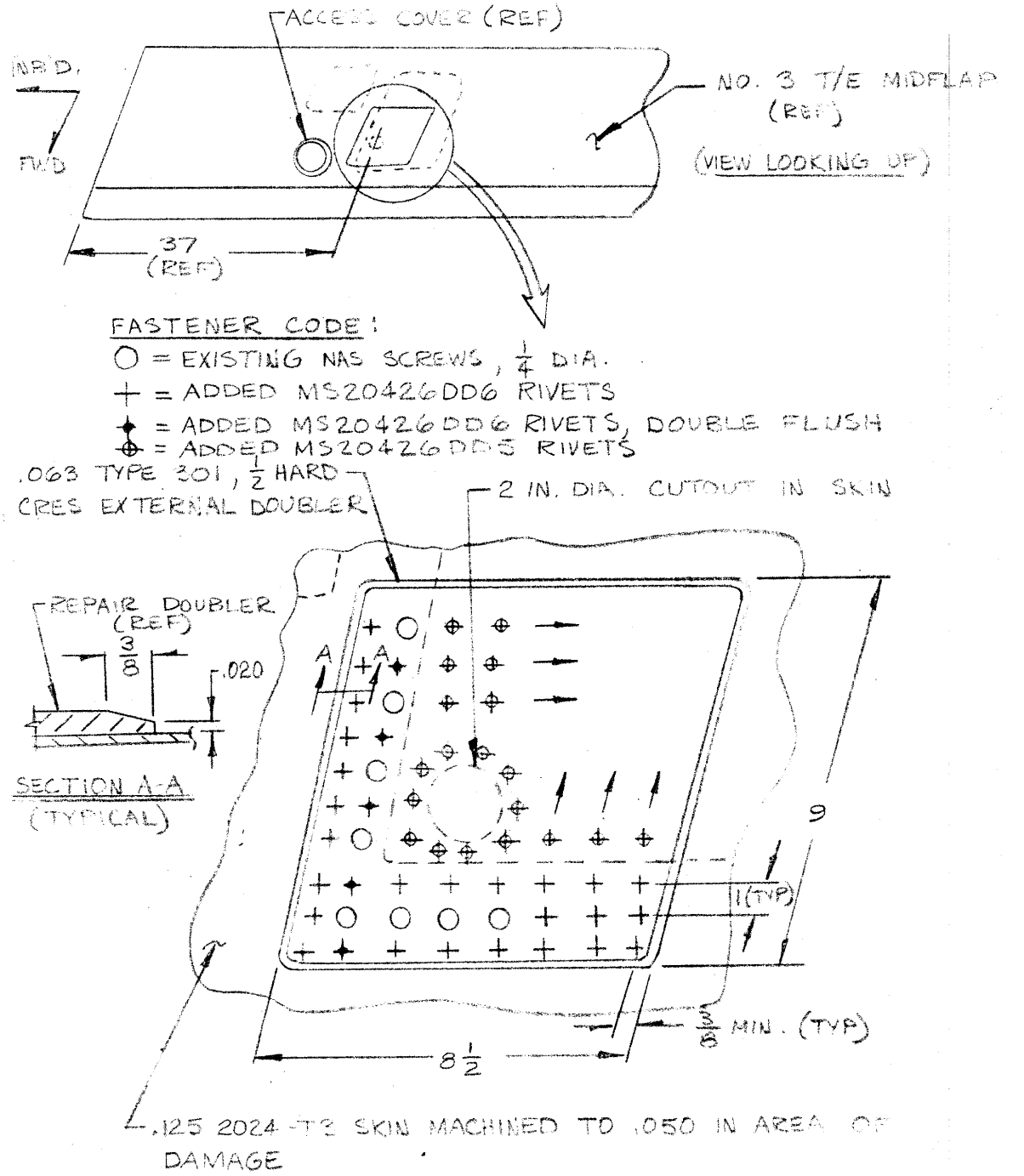
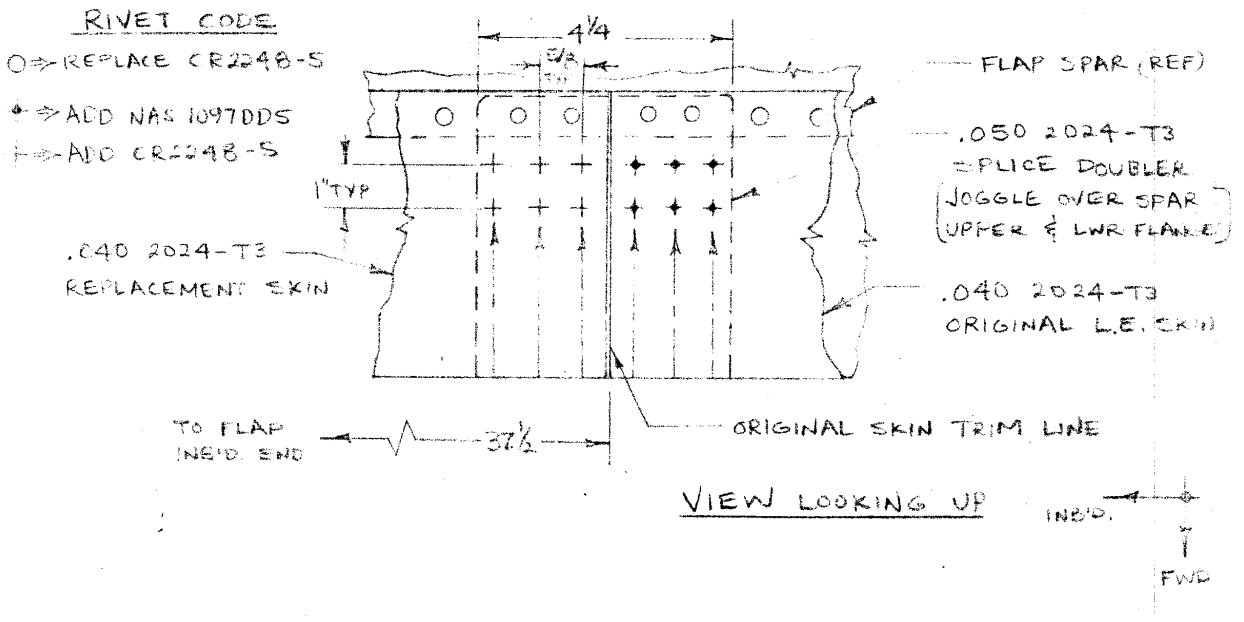


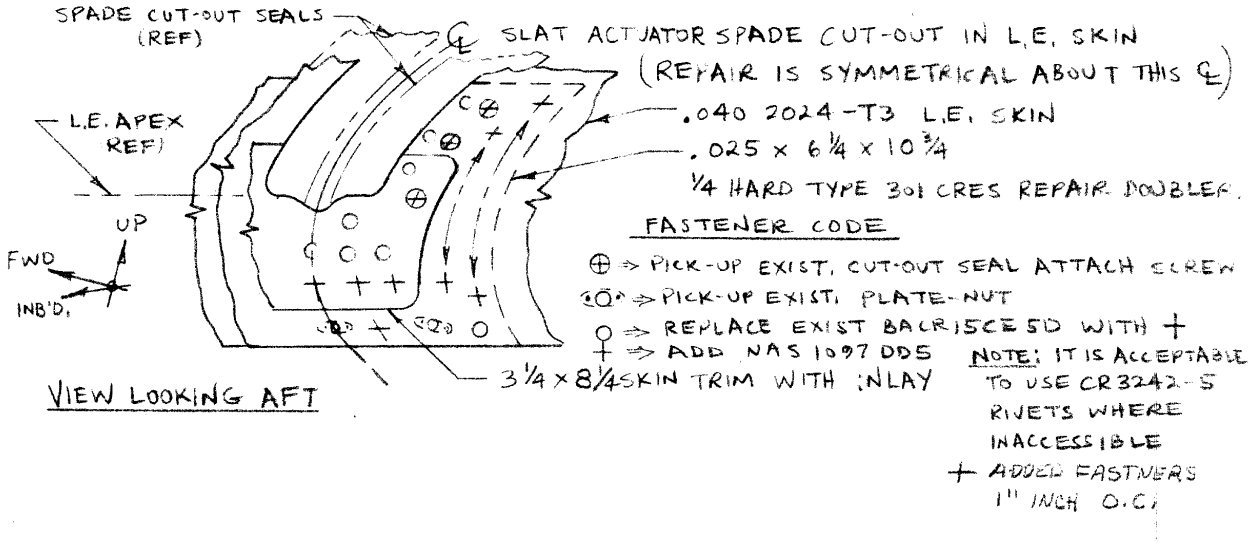
FIGURE 2 - MIDFLAP LOWER PLATING REPAIR

Repair Figure 2, 75221-14 (Trailing Edge Flap)

SHEET	**E-90**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

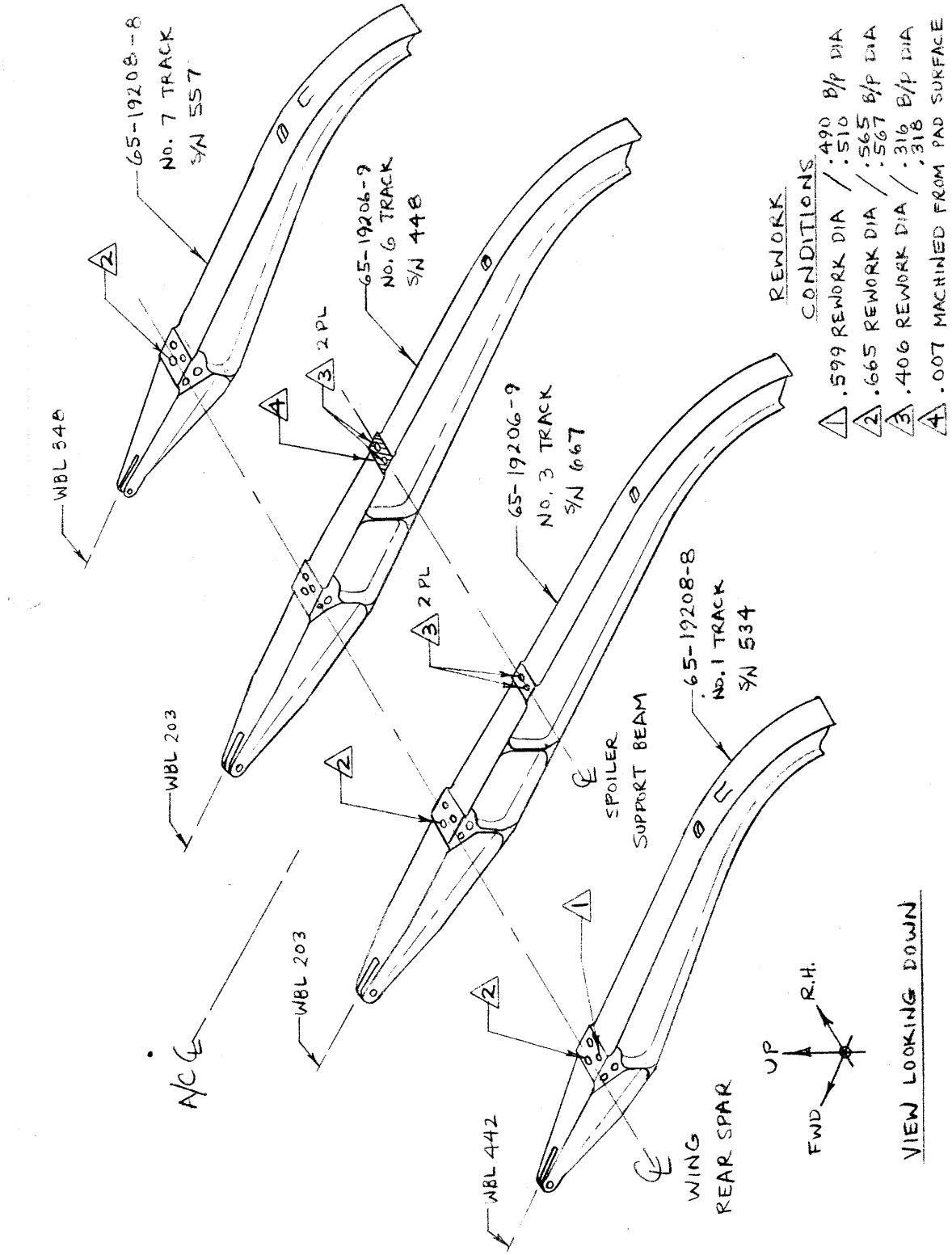


Repair Figure, 75222-14 (Flap Skin)



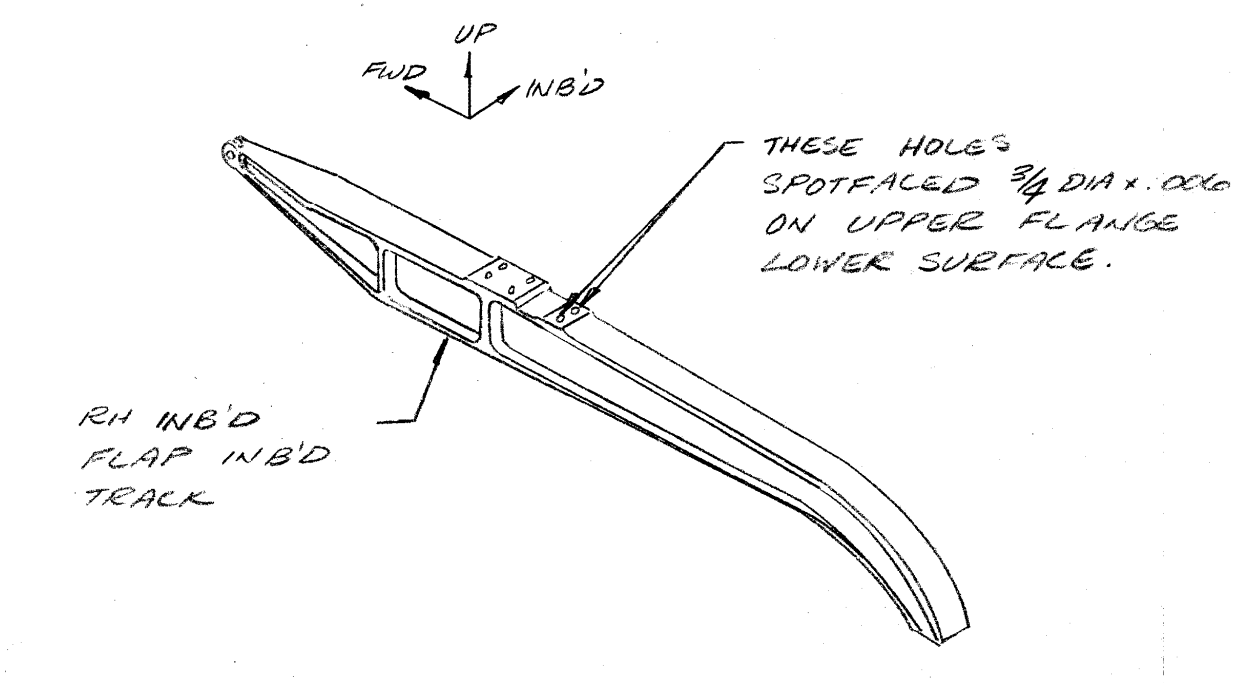
Repair Figure, 89892-14 (Wing Fixed Leading Edge)

SHEET	**E-91**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

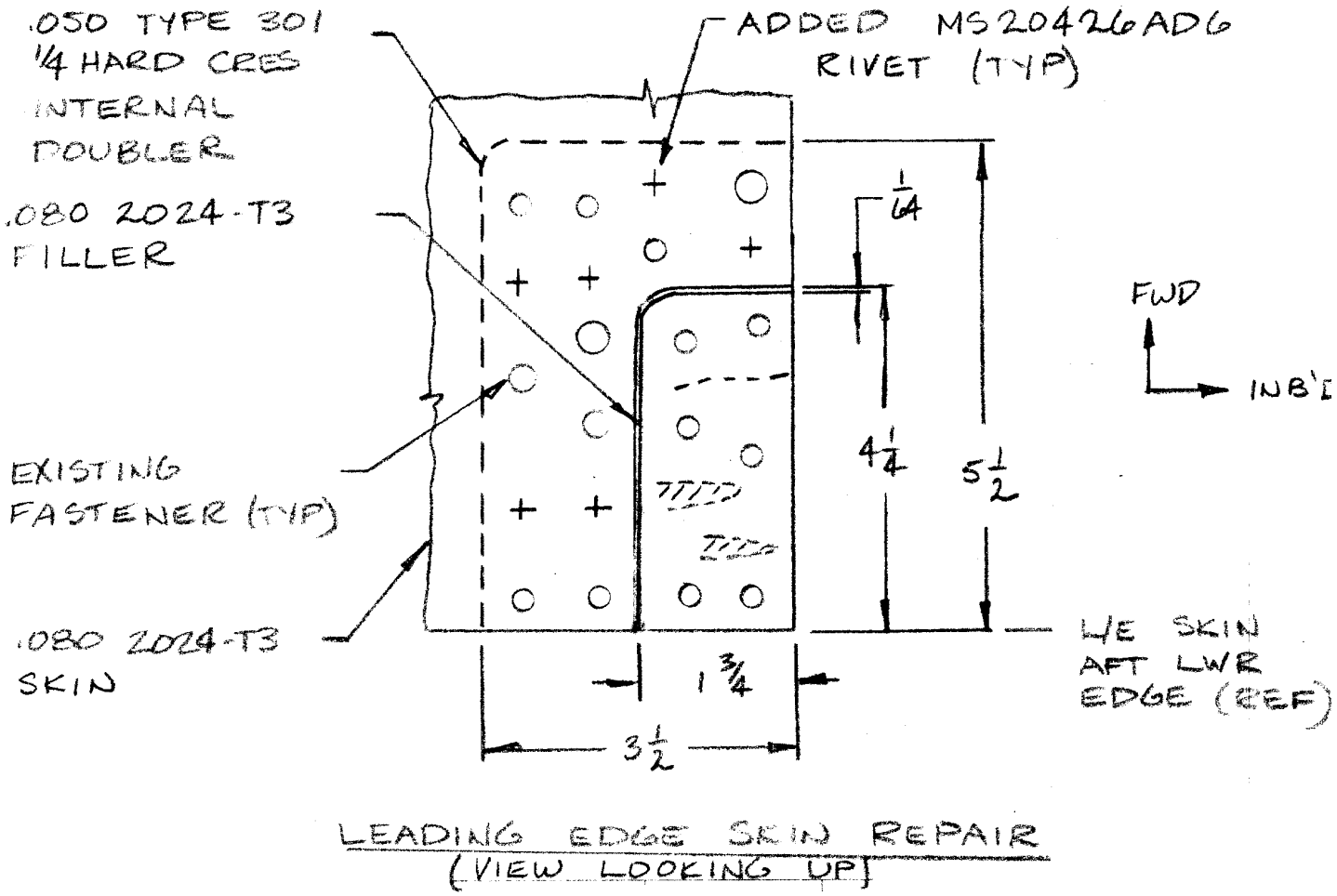


Repair Figure, 90978-14 (Flap Track)

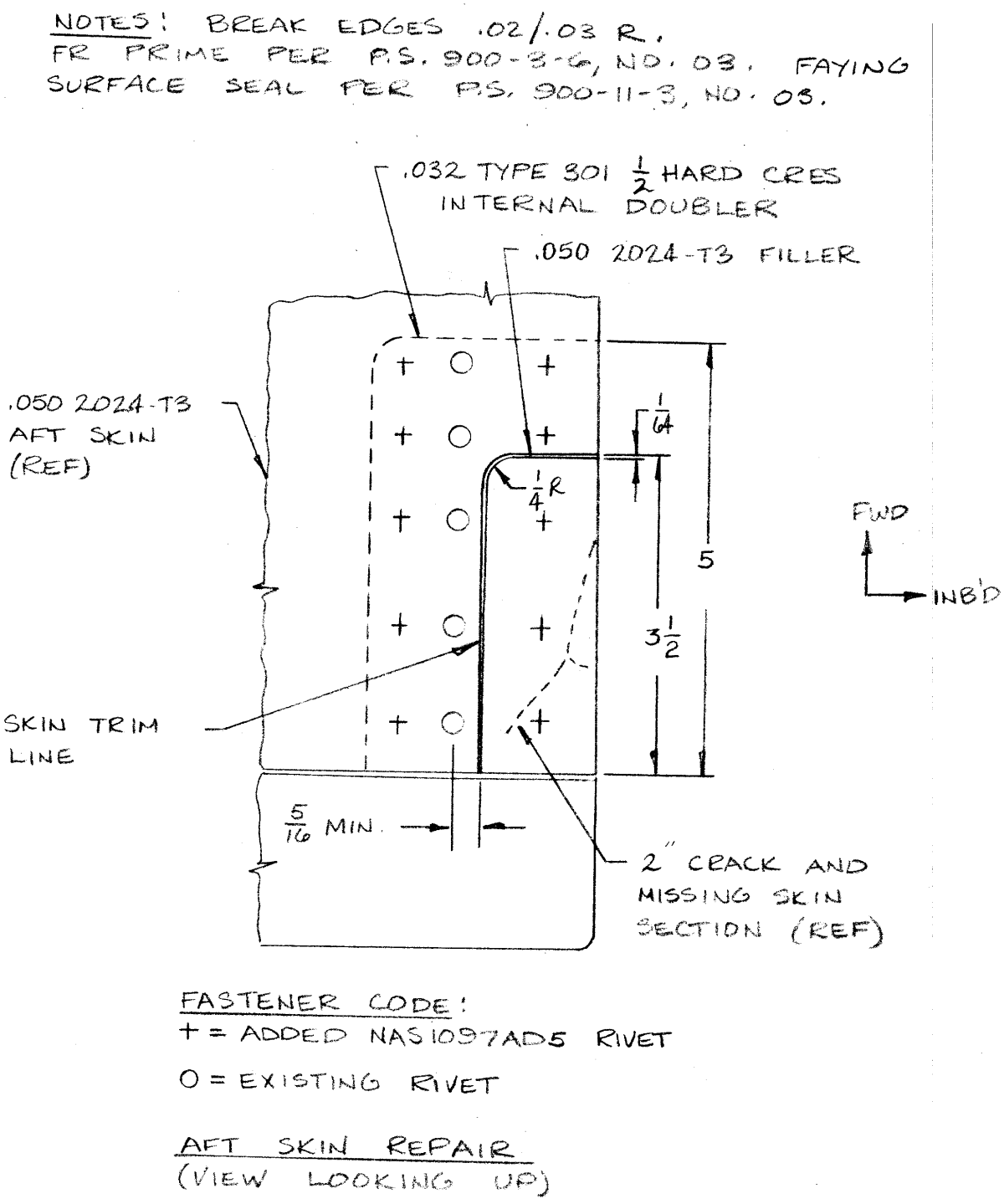
SHEET	**E-92**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Repair Figure 91814-14 (Flap Track)

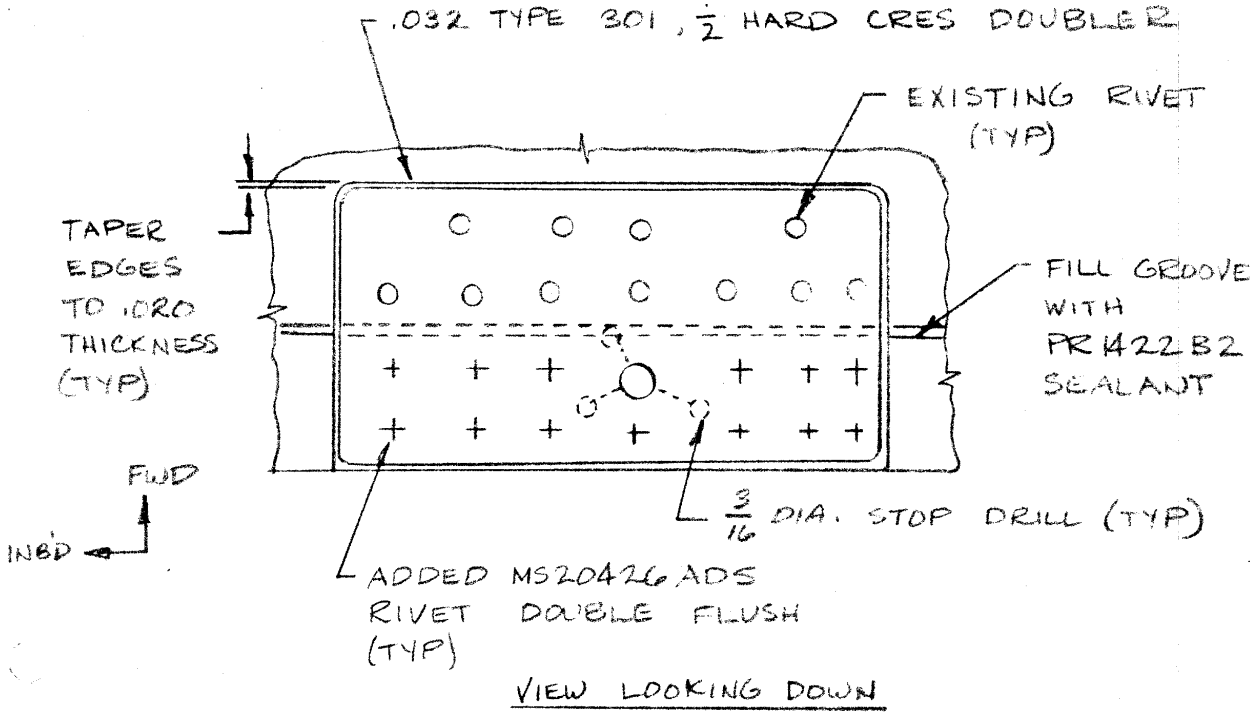


Repair Figure 1, 91819-14 (Wing Leading Edge)

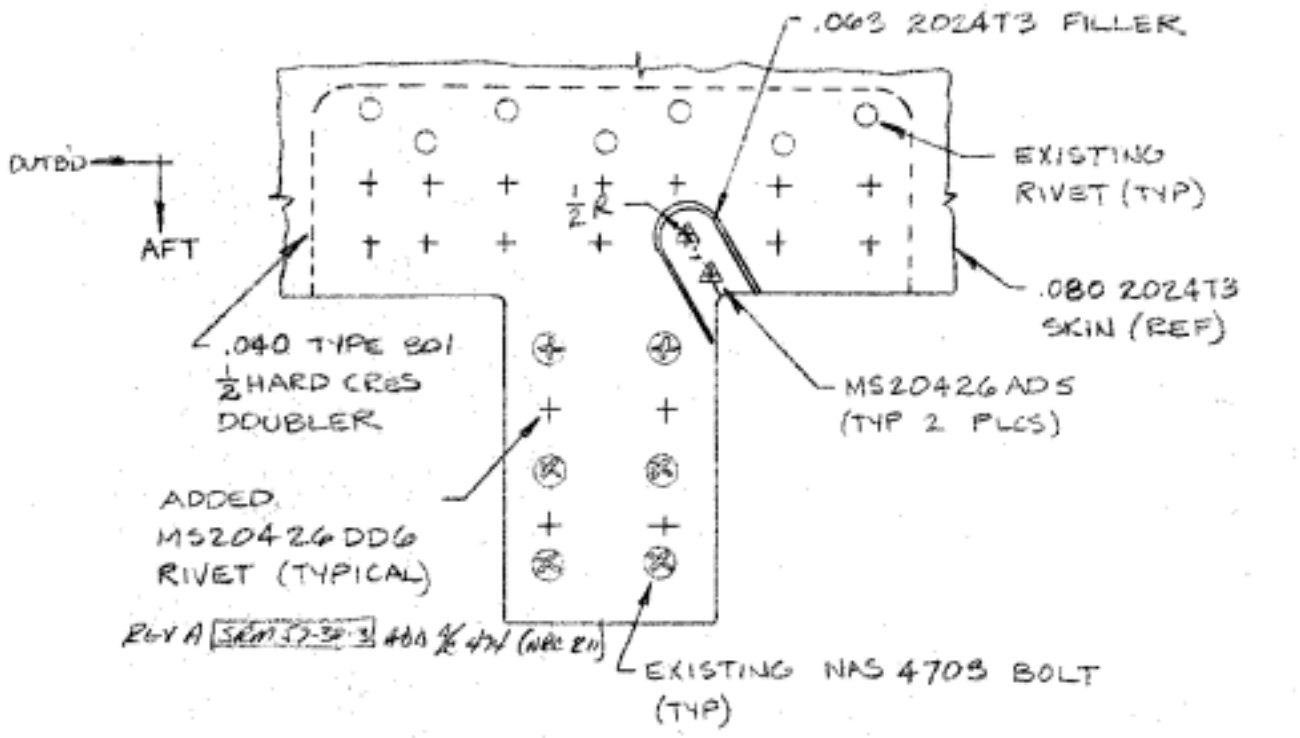


Repair Figure 2, 91819-14 (Wing Leading Edge)

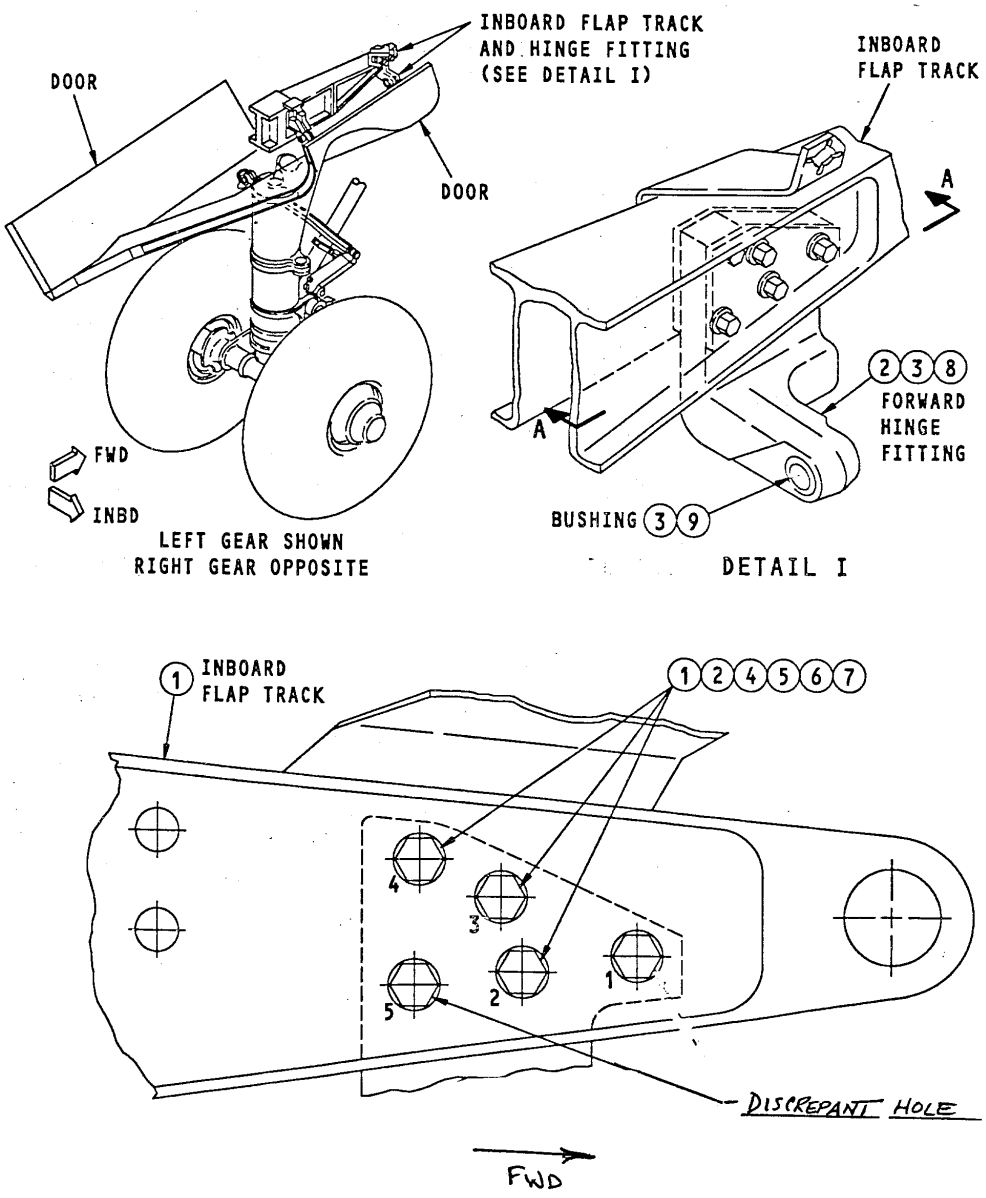
SHEET	**E-95**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Repair Figure 91820-14 (Slat Trailing Edge)

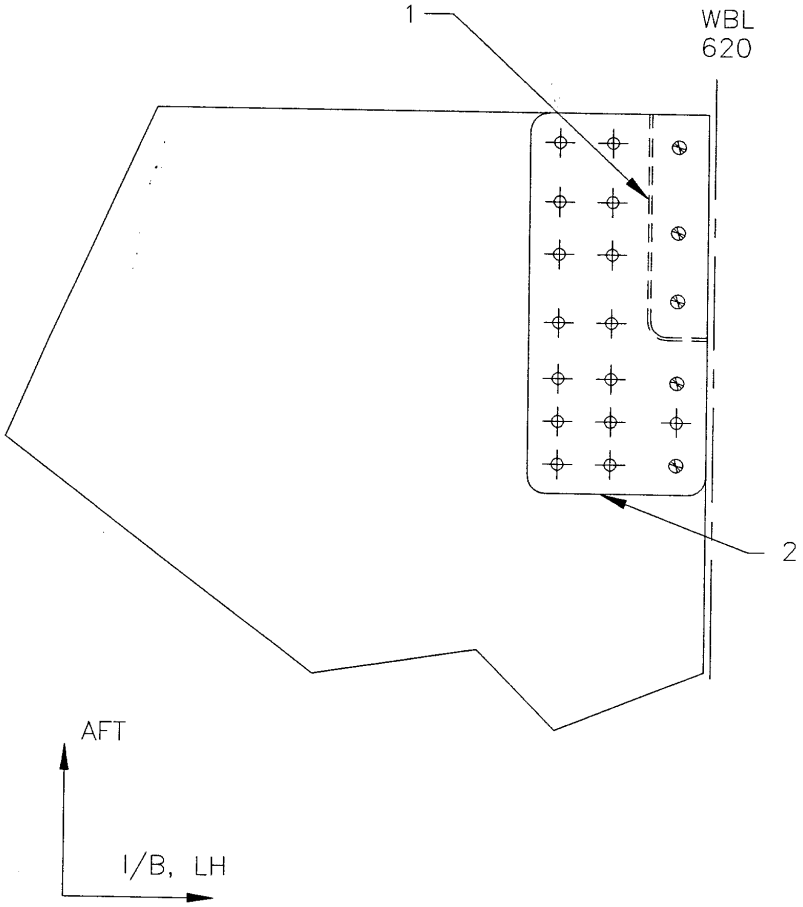


Repair Figure 92629-14 (Wing Slat Fairing)



Repair Figure 231290-14 (Flap Track)

SHEET	**E-98**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



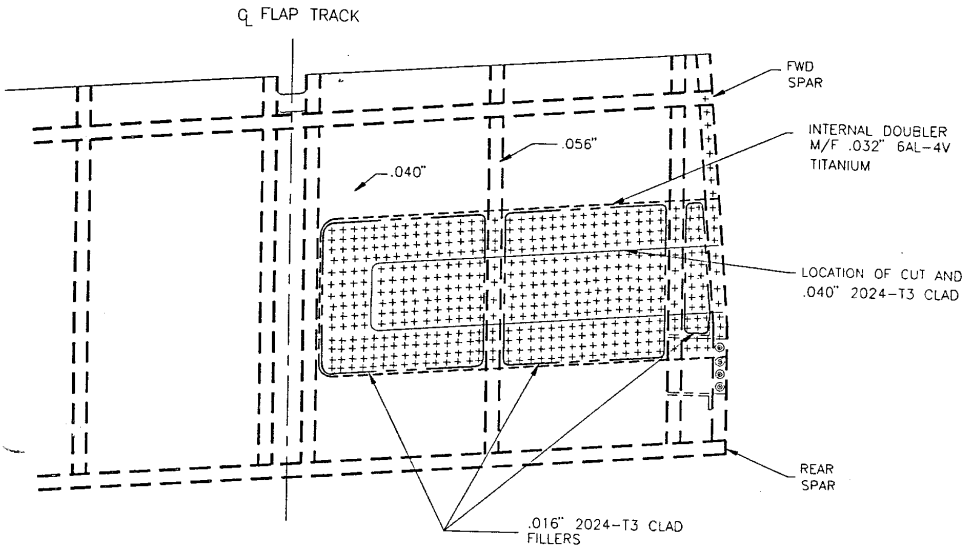
L/H WING TIP LOWER SKIN REPAIR
(VIEW LOOKING UP)

NOTES:
1 – TRIM LINE AND 0.040 7075–T6 FILLER
2 – 0.050 7075–T6 DOUBLER
● – EXISTING, INSTALL SAME SIZE AND TYPE AS ORIGINAL
⊕ – ADDED, ISTALL NAS1097DD5 RIVET.

Repair Figure 256946-14 (Wing Tip Lower Skin)

SHEET	**E-99**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

NOTE: SHIM ALL GAPS TO .010" MAX. USING 2024-T3 CLAD. ALL REPAIR PIECES (SHIMS, DOUBLER AND FILLER) ARE TO BE STRUCTURALLY BONDED USING EC2216 PER REPAIR INSTRUCTIONS



VIEW LOOKING DOWN

FASTENER CODE

\+ LOCATION OF EXISTING AND ADDED FASTENERS USE HLT411-5

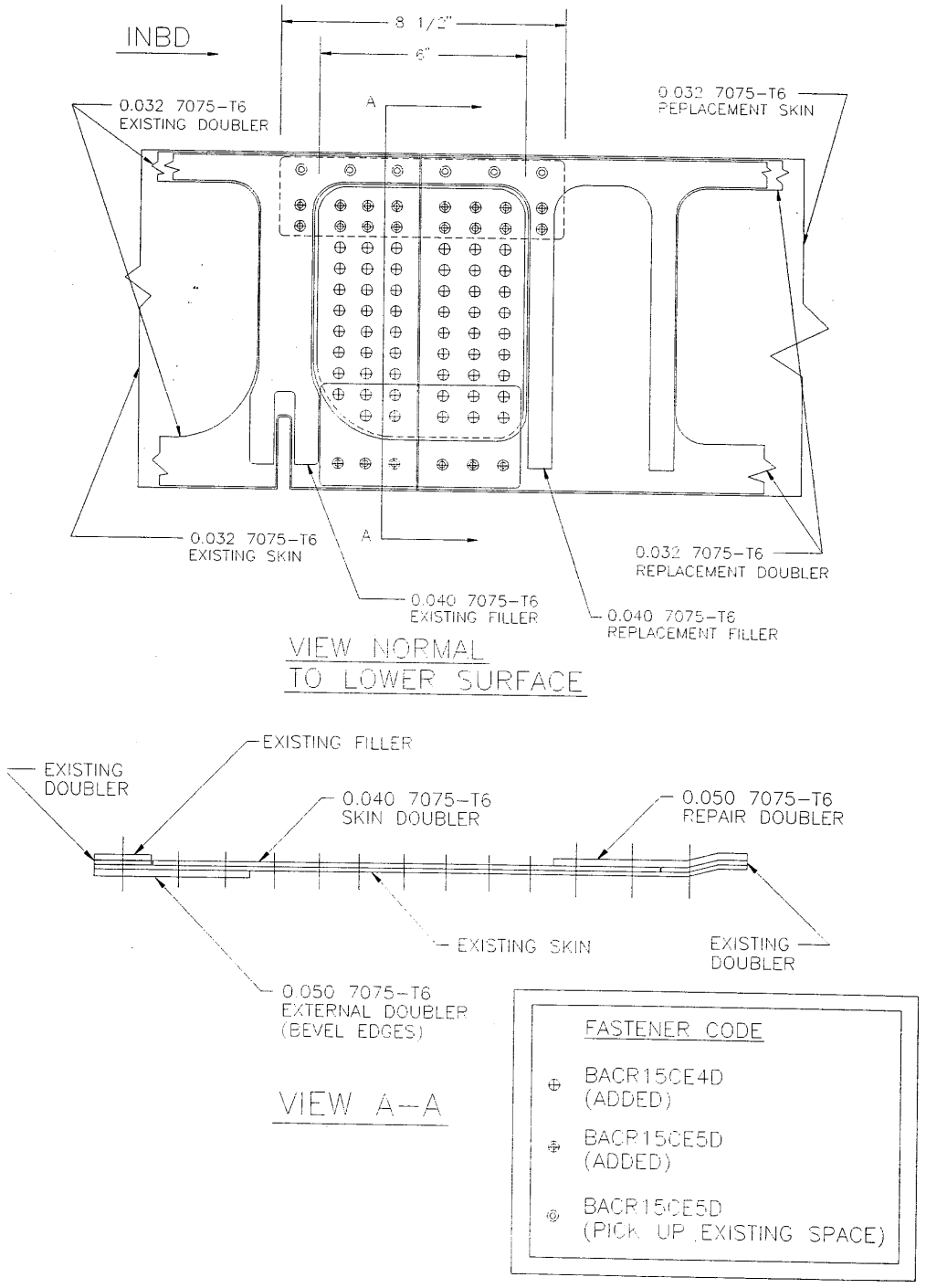
◎ - LOCATION OF EXISTING RIVETS REPLACE WITH SAME SIZE AND TYPE

NOTE: FASTENERS APPROXIMATE, MAINTAIN 4D-6D SPACING AND 4 ROWS AROUND TRIM OUT AREA
DAMAGE EXTENDS 18" OUTBOARD

Repair Figure 257708-14 (Flap Upper Skin)

ENGINEERING DEPARTMENT

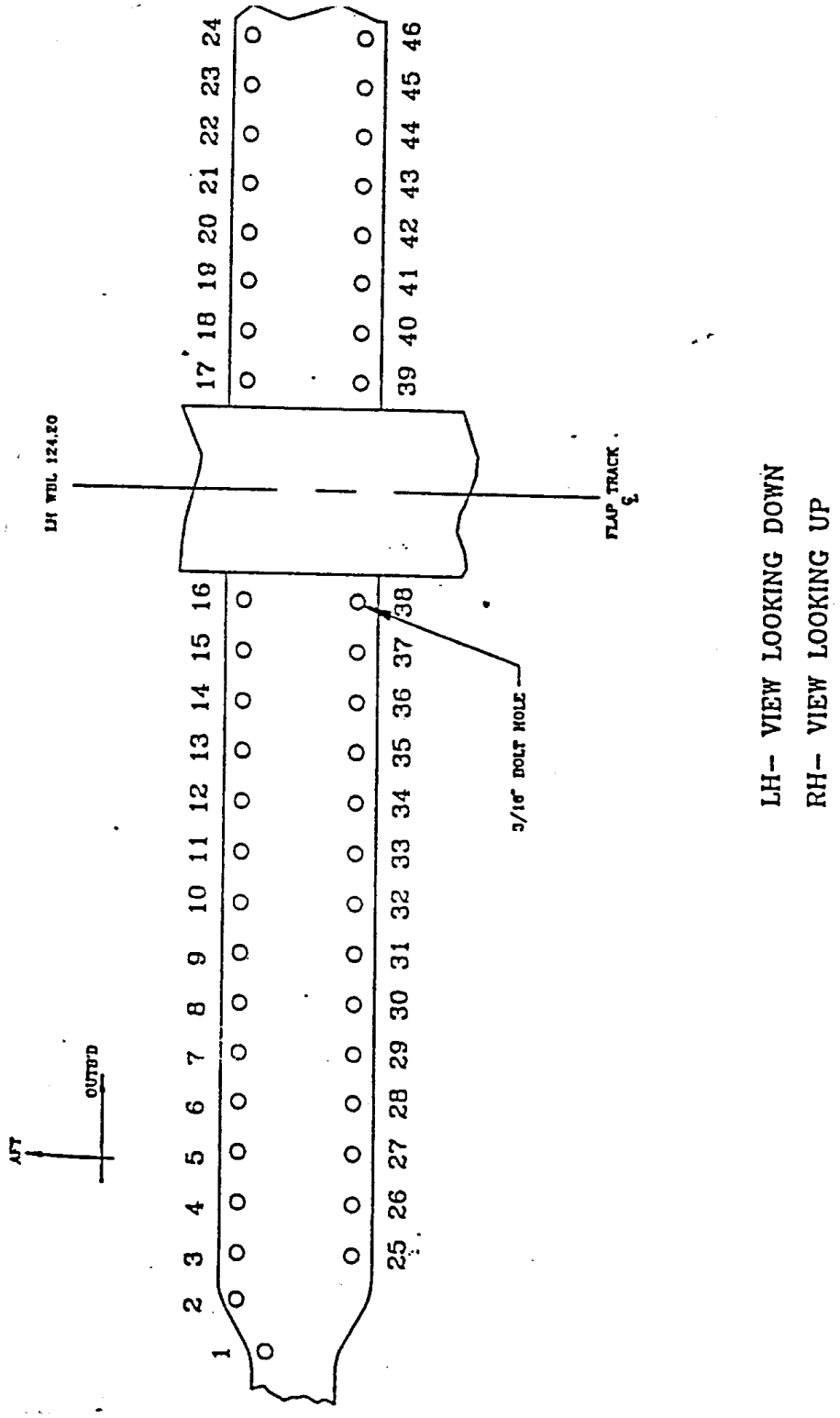
SHEET	**E-100**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Repair Figure 274980-14 (Wing Trailing Edge)

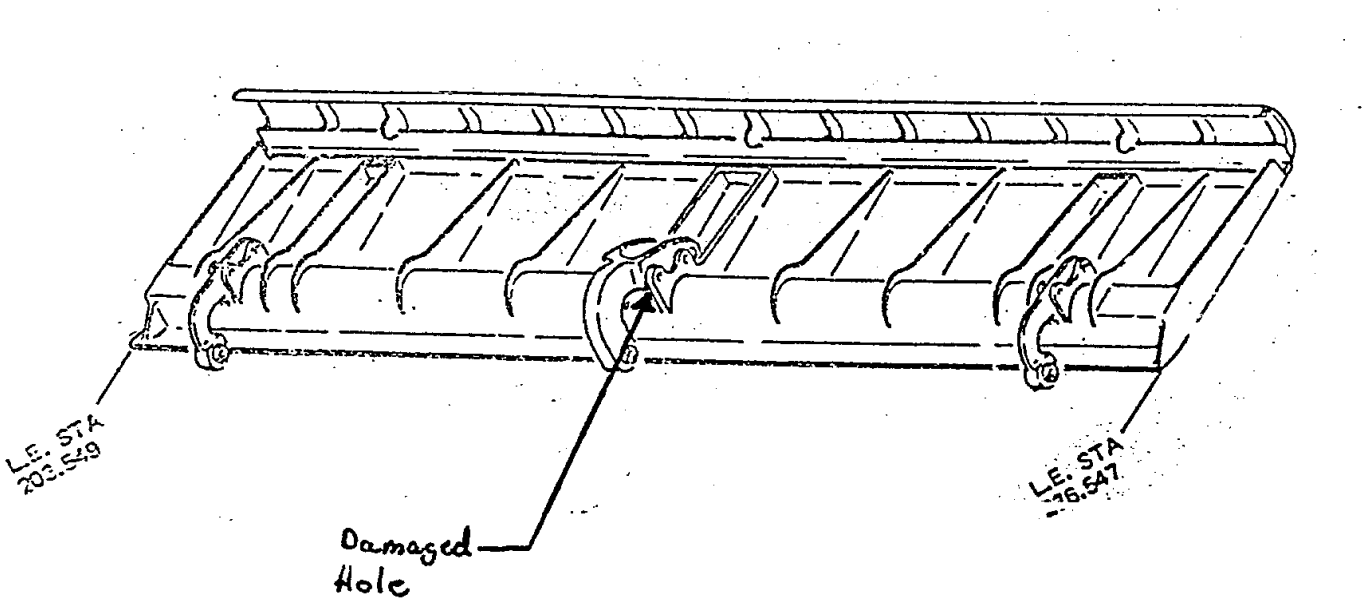
SHEET	**E-101**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

FASTENER LOCATIONS AND NUMBERING



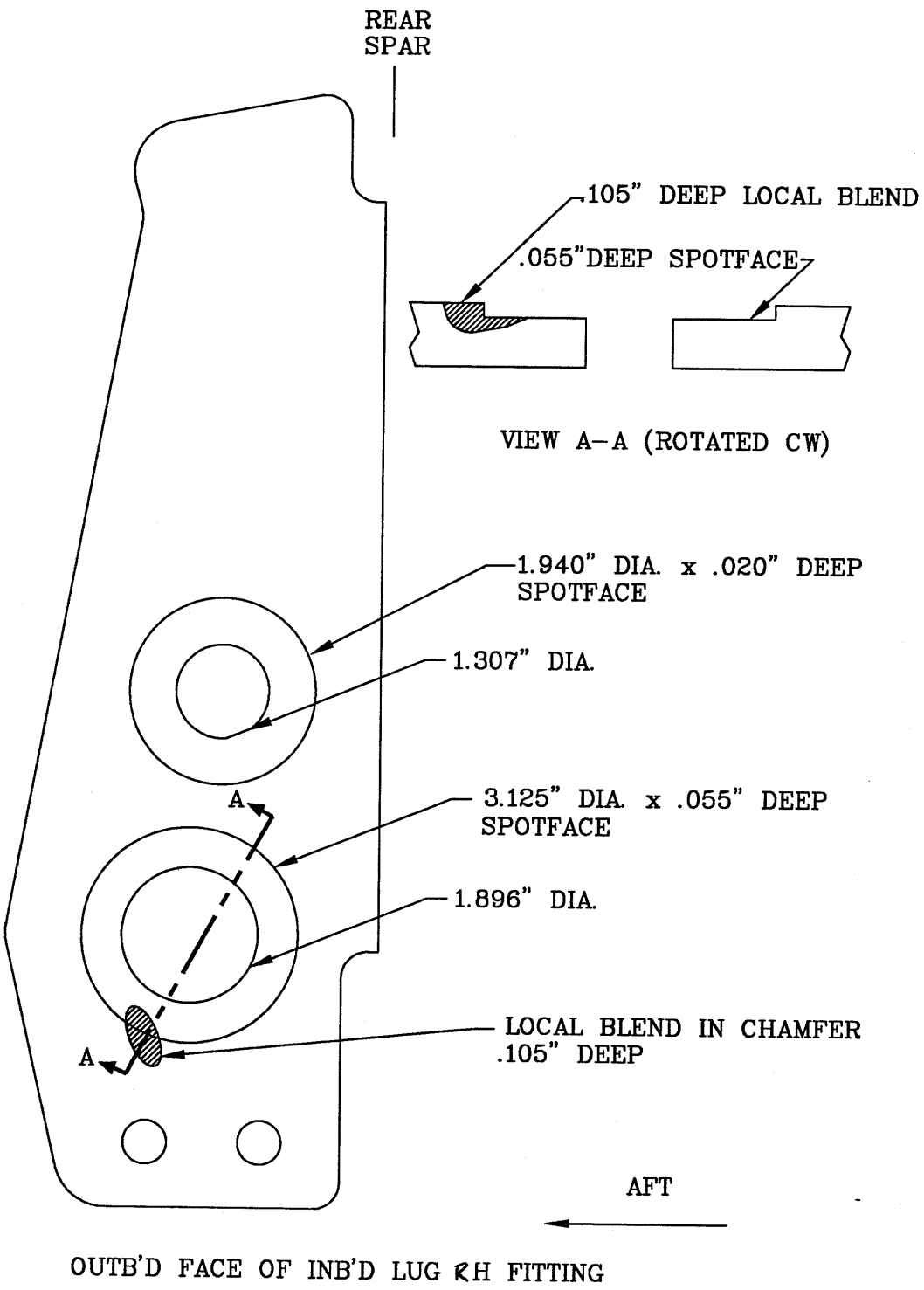
Repair Figure 330555-14 (MLG Beam)

SHEET	**E-102**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



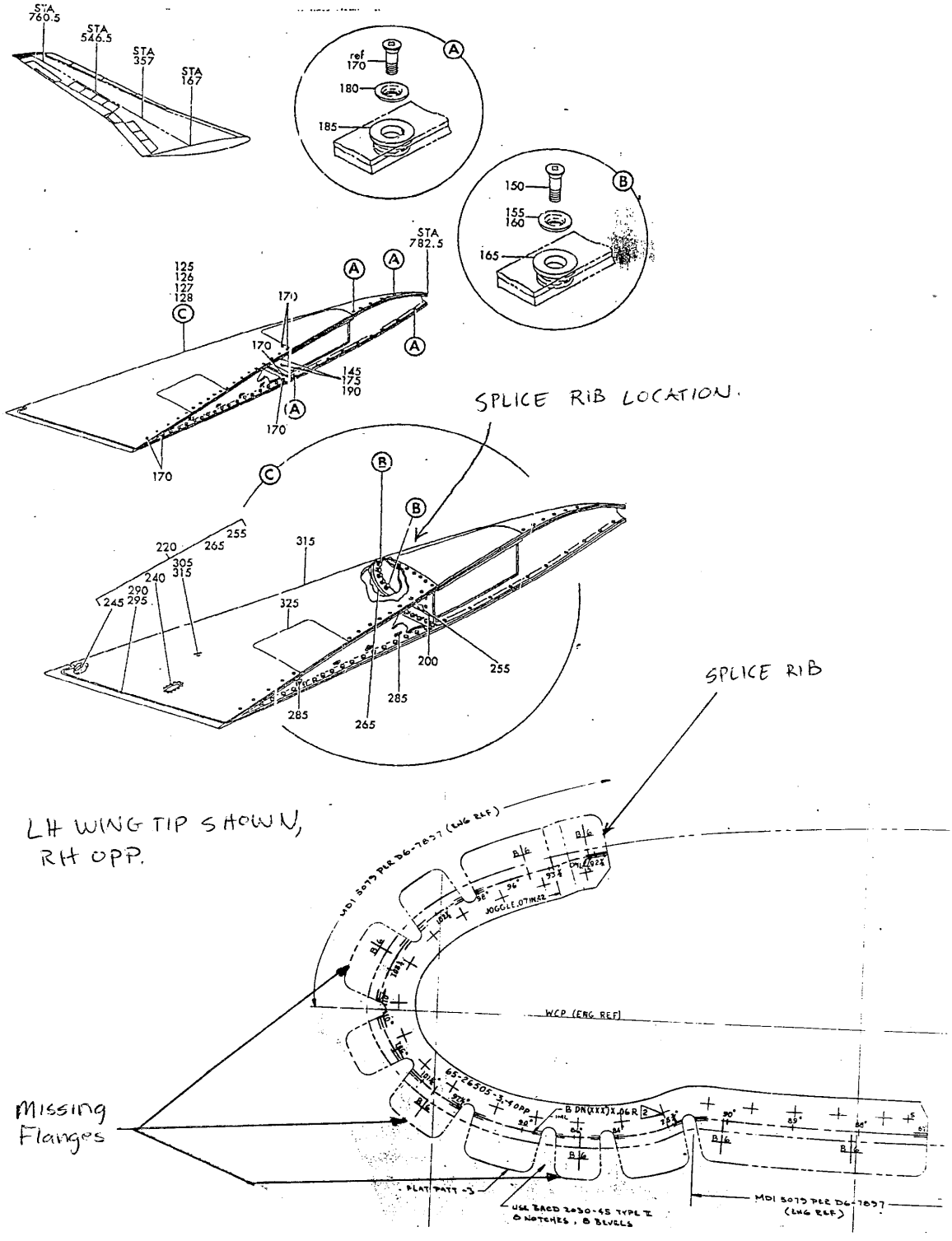
Repair Figure 357340-14 (Kruger Flap)

SHEET	**E-103**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



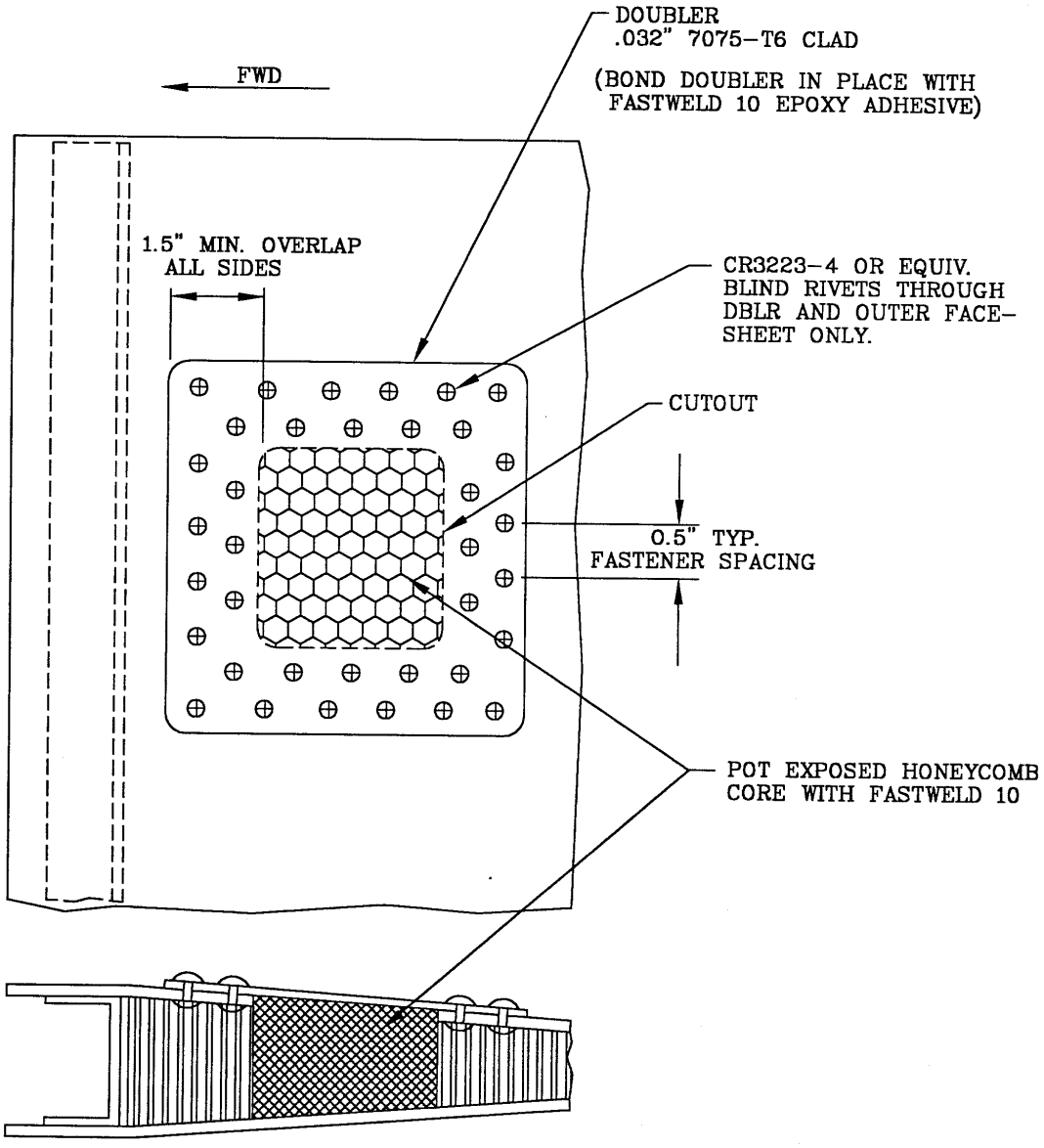
Repair Figure 361876-14 (MLG Trunnion Fitting)

SHEET	**E-104**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Repair Figure 361998-14 (Wing Tip)

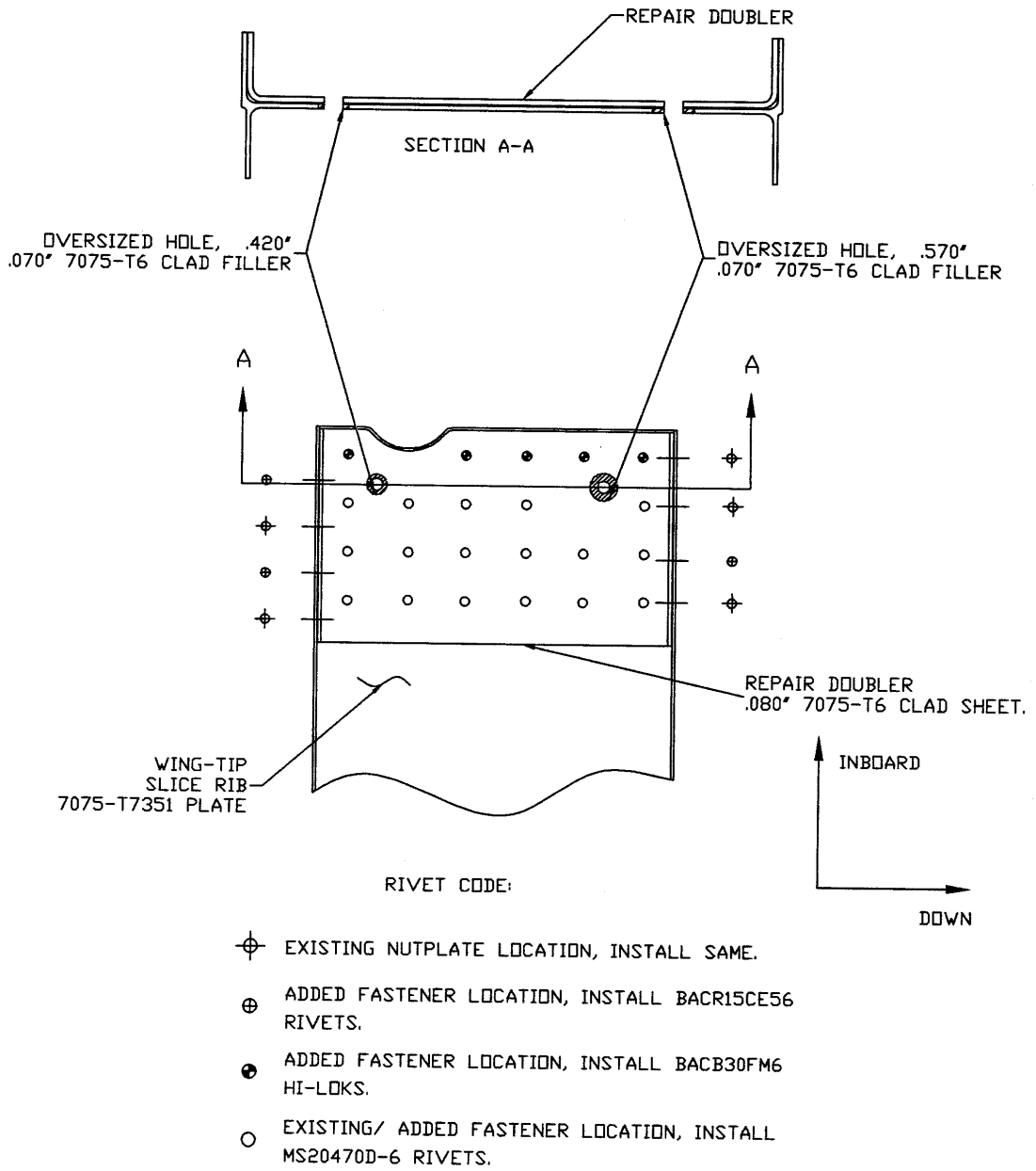
SHEET	**E-105**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



Repair Figure 364406-14 (Spoiler)

SHEET	**E-106**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

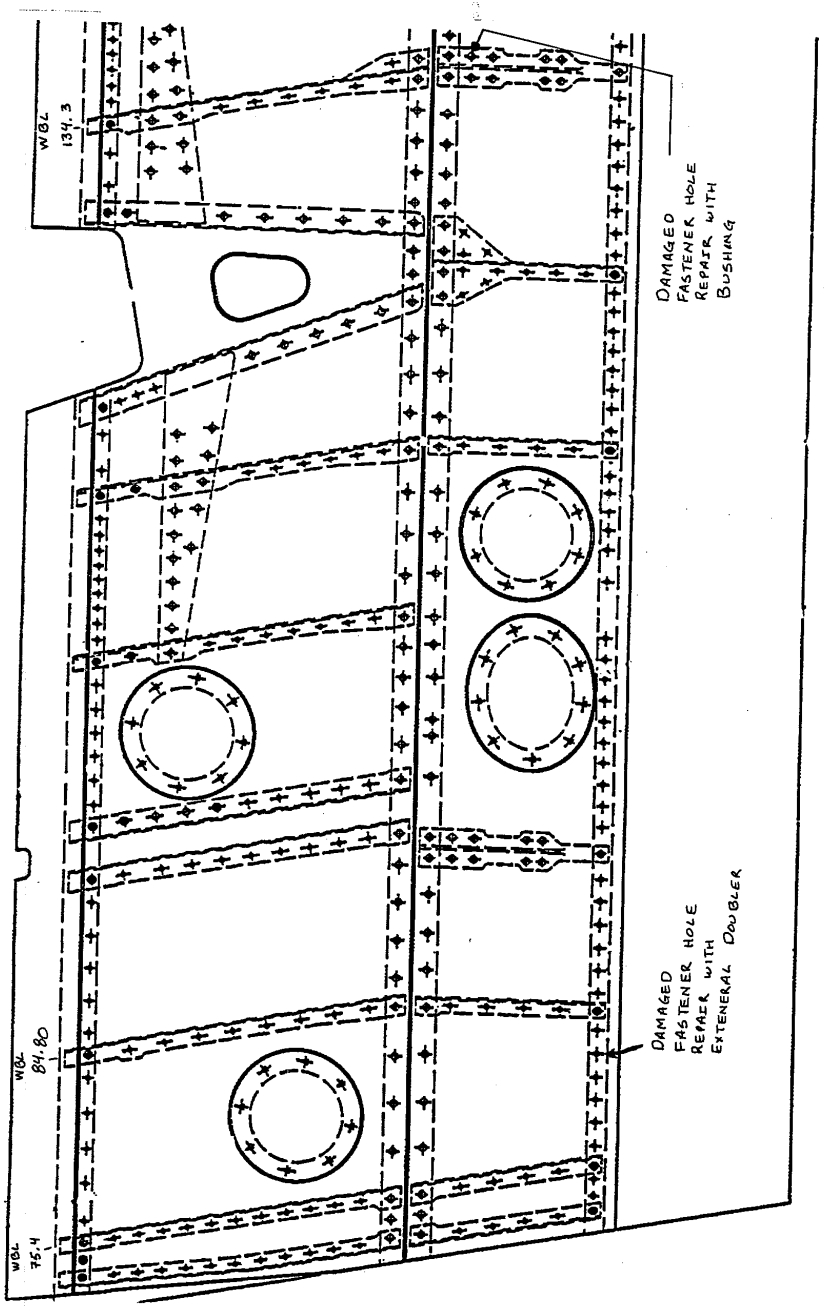
FIGURE 1.
WING-TIP SPLICE RIB
VIEW LOOKING AFT



Repair Figure 372505-14 (Wing Tip)

SHEET	**E-107**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

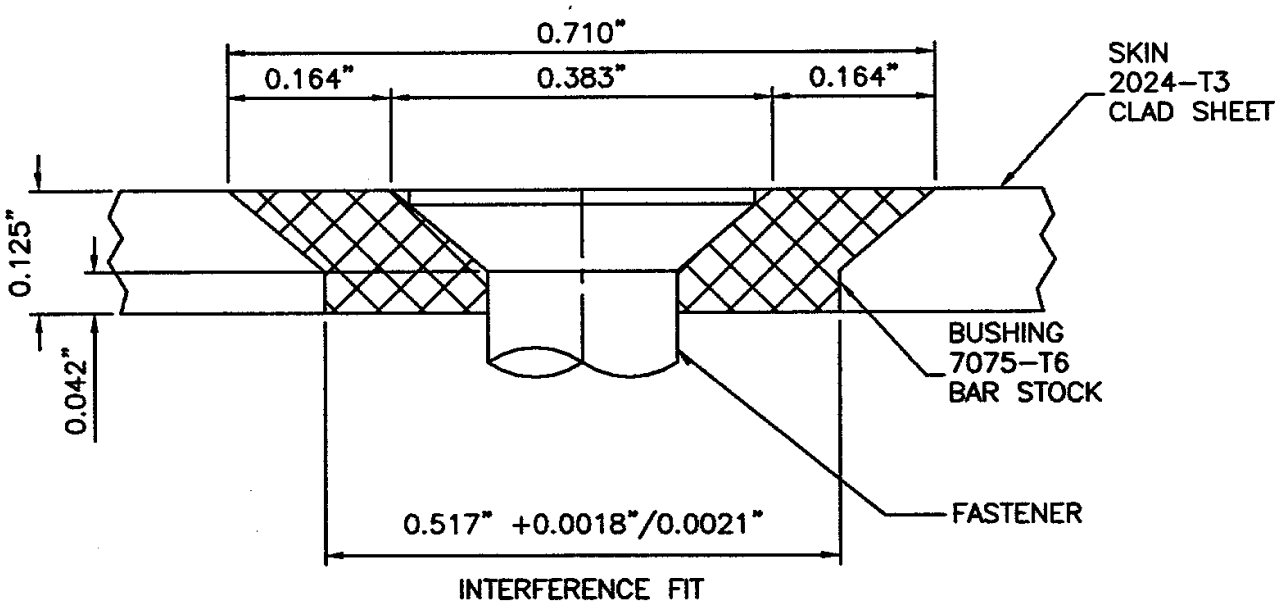
VIEW LOOKING UP AT LOWER SKIN



Repair Figure 1, 372543-14 (Wing Flap)

ENGINEERING DEPARTMENT

SHEET	**E-108**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	

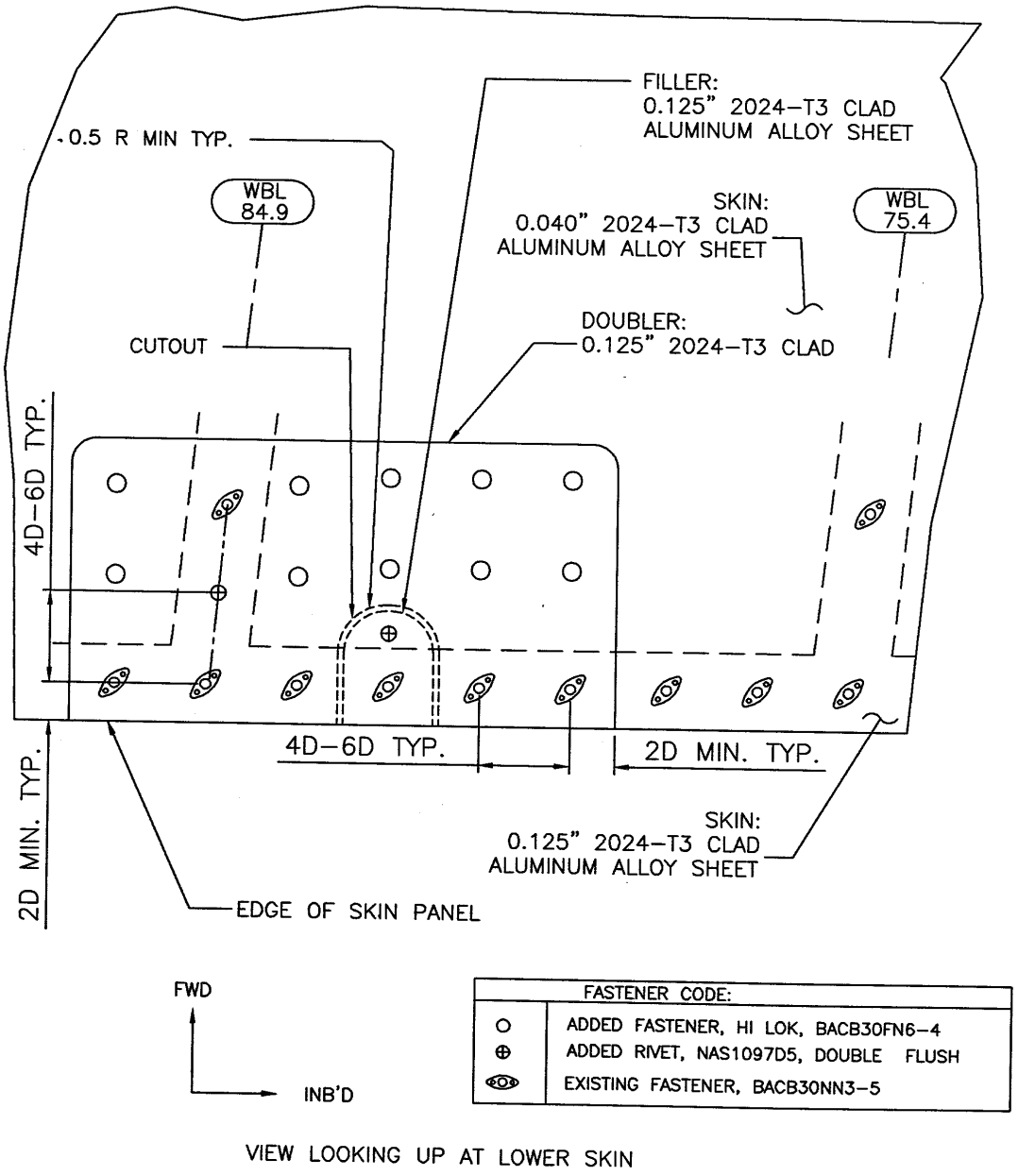


COUNTERSUNK BUSHING FOR OVERSIZED HOLE

CLEANED UP HOLE SIZE 0.517"

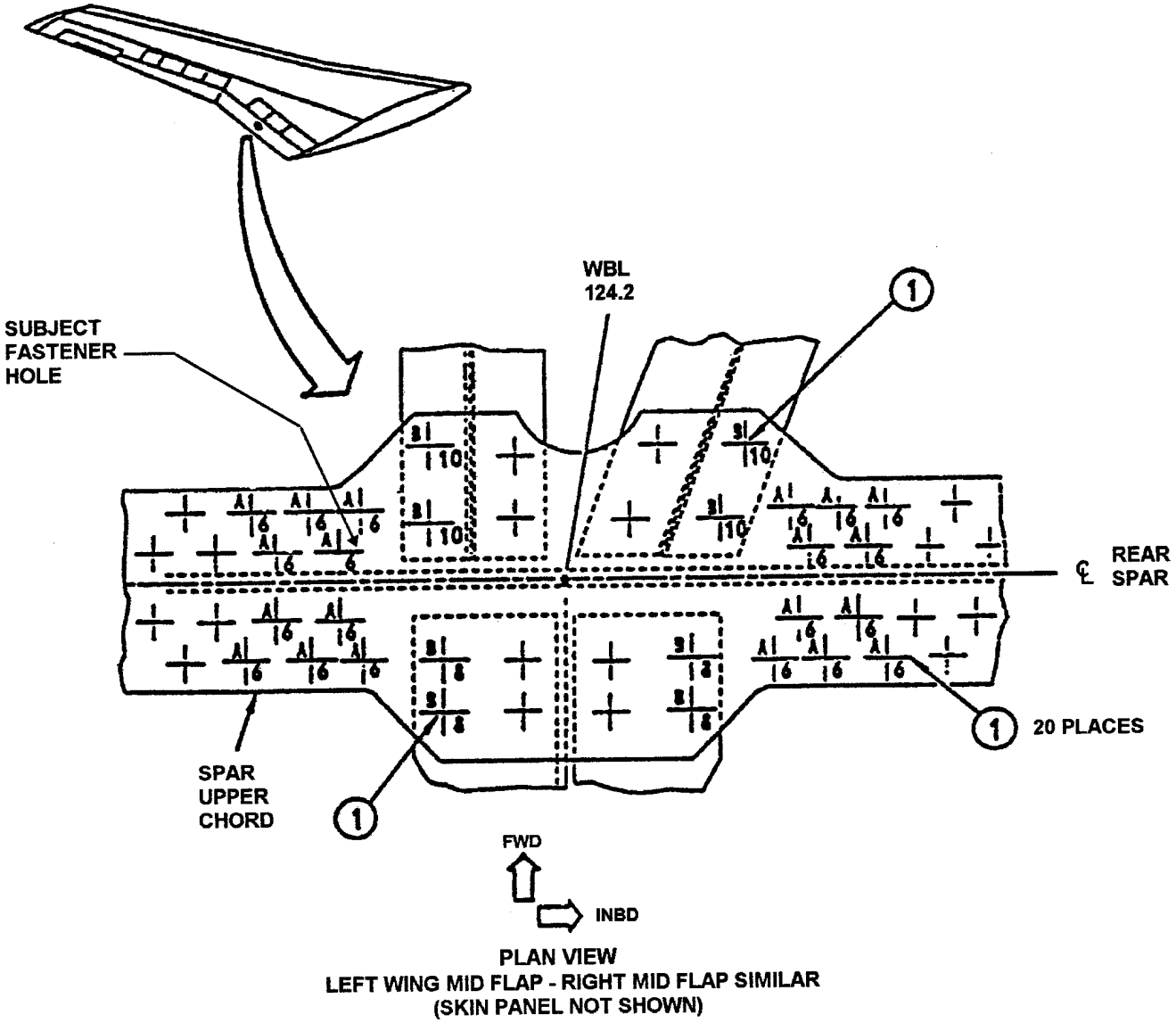
Repair Figure 2, 372543-14 (Wing Flap)

SHEET	**E-109**	NO.	**4-086382-20**
TOTAL	**E-110**		
ISSUE DATE		1/30/03	



VIEW LOOKING UP AT LOWER SKIN

Repair Figure 3, 372543-14 (Wing Flap)



Repair Figure 372648-14 (Flap Upper Chord)